A National Newspaper for Every Branch of the Industry

Automotive Daily News

CARS · SHOP EQUIPMENT · TRUCKS · AVIATION · PARTS · ACCESSORIES · TIRES

Vol. 9. No. 1005. Entered as second-class matter Aug. 27, 1925, Post Office, N. Y., N. Y., Under Act of March 3, 1879. NEW YORK, FRIDAY, AUGUST 2, 1929 10 Cents. $12 per year.

PUBLIC LIBRARY AUG 8 1929 DETROIT First Copy

July Automobile Production Held To High Levels, First Reports Show

Chevrolet Well Above Year Ago; Franklin Sets Record

NEW YORK, Aug. 1.—First July factory shipment reports to be received today by The Automotive Daily News indicate that automobile production held to satisfactory levels in that month.

With a number of factories closed part of the month for vacation and inventory periods, a severe reduction in output was expected. General predictions indicated a more drastic cut than actually took place.

Chevrolet, for instance, dropped only about 13,000, from 151,297 to 138,884, as compared with 120,000 in July of last year. This would indicate that Chevrolet's summer and fall production is likely to be well above last year's levels.

Buick and Marquette production in July was ahead of both June, 1929, and July, 1928. The July figure is 26,279, as compared with 21,136 in June and 15,000 in July of last year.

Hudson-Essex shipments in July, according to an estimate based on factory information, were 23,707, as compared with 31,737 in June and 25,206 in the corresponding month of 1928.

Oakland-Pontiac production in

(Continued on Page 12)

A. A. A. TO REVAMP BUS DIVISION

Plan Anticipates Federal Program of Regulation

Special from A. D. N. Washington Bureau

Washington, Aug. 1.—The motor bus division of the American Automobile Association will be completely reorganized as a means of more effectively serving the bus operators of the country, it was announced today in anticipation of Congress enacting legislation for Federal regulation of interstate traffic at the next session.

The first step in the reorganization will be taken August 22, when operators and state association officials meet at the Hotel Stevens, Chicago.

Plans will be made at the coming sessions to more effectively meet the changing conditions and progress of the bus industry, it was explained at the A. A. A. headquarters today. A statement issued today, in part, says:—

"This gathering is in compliance with a decision reached at the annual meeting of the Motor Bus Division held in Buffalo, N. Y., July 1 and 2, and is primarily designed to work out a plan to give the individual operator greater responsibilities, as well as a

(Continued on Page 12)

GEDDES ARRIVES TODAY ON LINER BERENGARIA

New York, Aug. 1.—Arrivals tomorrow on the Cunarder Berengaria include the Right Honorable Sir Eric Geddes, chairman of the Dunlap Rubber, Dunlap Tire and Rubber Corporation and allied companies, and Mr. and Mrs. Pierre S. du Pont.

Parts Makers Optimistic Over Business Outlook For Third Quarter

NEW YORK, Aug. 1.—Manufacturers of automotive parts and accessories have ended the first half with business substantially ahead of any previous six months' period in the history of the industry, and as the third quarter gets under way operations continue well ahead of the same period in previous years. Production in June showed a moderate seasonal decline from May.

Favorable business, probably ahead of last year, is expected for the third quarter. Manufacturers of parts and accessories for original equipment of cars and trucks and service parts and service equipment for the wholesale trade shared this large gain in business. The large increase in the number of automobiles in use in this country and abroad has caused suppliers of units and parts to maintain unusually heavy schedules.

Wholesalers of automotive products in the association reported generally rising sales throughout the spring months and have also had an unusually satisfactory six months' period.

Aggregate shipments in June of several hundred manufacturers supplying parts and accessories to the car and truck manufacturers and parts, accessories and garage repair equipment to the wholesale trade were 208 per cent. of the January, 1925, base index of 100, as compared with 245 in May and 190 in June last year.

Parts and accessory manufacturers selling their products to the car and truck manufacturers for original equipment made shipments aggregating 231 per cent. of the January, 1925, figure, as compared with 278 in May, the record month for all time, and 200 in June last year. Accessory shipments to the wholesale trade in June were 90 per cent., as compared with 91 in May and 110 in June last year. Although accessory business has been adversely affected for several years by additional standard equipment at the car plants and accessory distribution by some car manufacturers, the business showed an improvement during the first half.

Service equipment shipments—that is, repair shop equipment and tools—of member companies in June were 186 per cent. of January, 1925, as compared with 200 in May and 140 in June last year. In every month so far this year service equipment business has run ahead of the same month last year. A record year for this group of manufacturers is virtually assured.

PACKARD ANNOUNCES $290 PRICE CUTS ON TWO LINES

Detroit, Aug. 1.—The Packard Motor Car Company, effective today, has announced a $290 price cut on its 126 and 133-inch wheel base models. The new prices will range from $1,985 to $2,135 on the 126-inch models and from $2,085 to $2,385 on the 133-inch models.

These reductions, it was explained, have been made preceding the fall announcement of new Packards, which though the same in size and appearance, will have enough changes to classify them as new models. The fall cars will be priced higher, it was said, than the present cars before the reductions announced today.

FORD USING CHEAPER RIVER BARGE SERVICE

Dubuque, Iowa, Aug. 1.—The Ford Motor Company is making use of the Mississippi-Warrior river barge service, the first of a series of trial, rail and water shipments having cleared the municipally owned terminal this week, bound for the Twin Cities of St. Paul and Minneapolis.

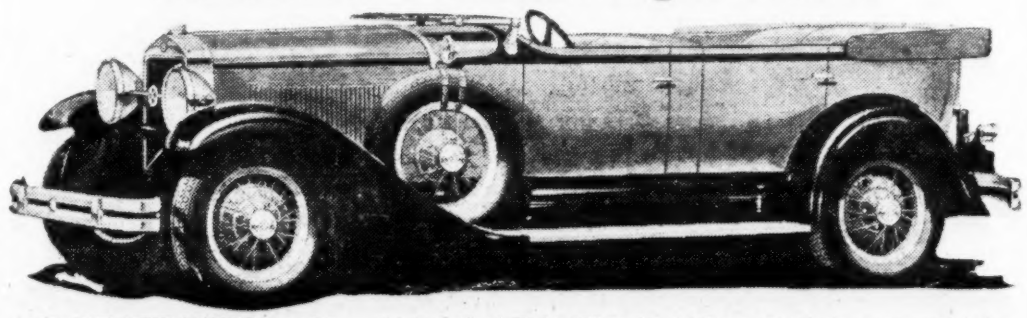
The cheaper freight rates on this system have caused an avalanche of shipping to come to the Dubuque terminal from inland points for shipment by water.

Another to take advantage of the water rate which went into effect July 1, rail and water, is the Standard Oil Company of Indiana.

P. R. T. ORDERS 500 NEW CHECKER CABS

Philadelphia, Aug. 1.—Philadelphia Rapid Transit Company has placed an order with Checker Cab Manufacturing Company for 500 new taxicabs of latest design. The first of these cabs will be on street by September 15 and all will be in operation before November 1.

Studebaker President Eight Tourer



A SWANK NEW TOURER model on the President Eight 135-inch wheelbase chassis is announced today by the Studebaker Corporation. The new model has low fast lines and is powered by 115 h. p. engine.

(Story on Page 2)

INDUSTRY NOW MAY REQUEST REDUCTION IN MOTOR TARIFF

Resents Senate Committee's Action in Calling In Leaders and Then Ignoring Their Recommendations for Cut

DETROIT, Mich., Aug. 1.—Senator Couzens' revelation, announced in The Automotive Daily News, that Republican members of the Finance Committee had voted to retain 25 per cent. duty on foreign motor vehicles imported into this country, has caused a great deal of comment here.

From a spokesman eminently well qualified to express the views of the automobile industry, the Automotive Daily News learns that the industry is surprised and not wholly satisfied with this attitude on the part of the lawmakers, especially in view of the fact that the industry through its accredited leaders went to Washington and expressed its willingness to accept a tariff cut to a minimum of ten per cent.

Leaders of the automotive industry feel that a reduction of the present tariff of 25 per cent. to one of 15 per cent. would be salutary. It is not impossible that a delegation of automotive leaders may later appear in Washington to urge reduction of present duty to 15 per cent.

As a matter of fact the industry does not fear competition by foreign automotive manufacturers. It is doubtful if it would object strenuously to placing passenger vehicles on the free list with a countervailing clause to meet unexpected developments in the foreign manufacturing field. American labor has expressed objections to a free listing of motor cars, because of the fear that foreign industry might be able to begin quantity production and flood our home market with products manufactured under a lower wage scale than obtains here. Most observers feel that this possibility is remote.

The automotive industry has taken the stand that foreign nations have a perfect right to set their tariff levels where they deem it expedient to do so. Not fearing foreign competition in our home market, there is no desire to hold up our tariff simply because the foreign country has placed a generous duty on our products. The industry does object to licensing schemes which have appeared from time to time, permitting our goods to be brought in only in limited quantities, but this idea of protection has been nearly eliminated.

The spokesman before alluded to made it clear that any request for reduction in tariff schedules would not and could not apply to the motor truck and motor bus field. Production in these fields is not on a quantity basis, and our truck and bus manufacturers have no such advantage over foreign makers as have our passenger car builders. They need the 25 per cent. tariff protection, which will undoubtedly be retained in the forthcoming bill.

UNIFIED LICENSE FEES ARE SOUGHT

Association Finds 16 Different Systems In U. S.

Washington, Aug. 1.—A movement has just been launched in Washington for the standardization of the various methods of automobile registration throughout the United States.

A comparison of the manner in which the forty-eight states compute the license fees for motor vehicles shows that there are sixteen different methods.

It is planned to "sell" the standardization registration fee idea to the various state Legislatures much in the manner that the model municipal traffic ordinances and the uniform state traffic code of the national conference and street highway safety is being "sold" for adoption by state and municipal law makers.

Following is a list of the sixteen methods used in arriving at registration fees:—

Horse power, fourteen states.
Net weight, ten states.
Net weight and horse power, five states.
Gross weight and horse power, three states.
Gross weight, five states.
Net weight plus times registered, one state.
Net weight plus a flat rate, one state.
Gross weight plus a flat rate, one state.
Net weight and value, one state.
Net weight, H. P., plus factory price, one state.
Net weight, H. P., factory price, plus times registered, one state.
Manufacturers' list price, one state.
Cash price, one state.
Flat rate, three states.
Cubic inch displacement, one state.
Value based upon 10 per cent. depreciation each year up to eight years, one state.

There is no real reason for sixteen methods of computation, Thomas J. Keefe, general manager of the American Motorists' Association, explained today as the primary reason for standardization

"In the District of Columbia, for example," Mr. Keefe said, "the registration is based on a flat rate of $1. In Maryland the fee is based upon horse power, the average last year being $10.60 per vehicle, or more than ten times the registration fee here.

"Another example of discrimination may be found in Minnesota between motorists of the same state. The registration fee is based on value each year, the law allowing 10 per cent. depreciation up to and including the eighth year.

"The owner of a new car pays 2.4 per cent. registration fee on its value, while the owner of an old car of the same make and original value would be allowed to register his at much less cost."

Aviation Daily News

AIR CONFERENCE BEGINS AUG. 26

Chamber Will Consider Problems Presented By Growth

Cleveland, Aug. 1. — Economic problems arising out of the phenomenal growth of the aircraft industry during the last twelve months will be discussed here, August 26 to September 2, by hundreds of aeronautical leaders attending the meeting of the Aeronautical Chamber of Commerce of America.

Plans for the aircraft industrial meetings announced today include conferences of airplane manufacturers, motor manufacturers, accessory and equipment manufacturers, flying school operators, fuel and lubricant manufacturers, air transport operators, and distributors and dealers of aircraft.

The first four days of industrial meetings will be concerned with the technical problems of the industry, relations with the government, and the adjustment of aircraft production to demand.

Sixty industries contributing accessories or equipment in the manufacture of aircraft will be represented at a special meeting of Accessory and Material Manufacturers, who will complete the organization of a section in the Aeronautical Chamber of Commerce devoted to their interests.

Plans for standardizing the fueling equipment for planes at all airports and the setting up of an agency to approve fuels and lubricants by name rather than by specification will be considered by the manufacturers of fuels and lubricants at their meeting, Wednesday morning, August 28.

Uniform discounts by the engine manufacturers to the aircraft manufacturers and by the airplane builders to the distributors and dealers are among the basic problems to be discussed during the series of industrial meetings.

Questionable advertising by incompetent flying schools is due for consideration by the flying school committee. The problems concerned with the financing of planes on time-payment plans and the insuring of planes, passengers and pilots will also be considered.

AIRVIA-COASTAL LINES MERGER ANNOUNCED

New York, Aug. 1.—Merger of the Airvia Transportation Company Incorporated and Coastal Airways, to become effective September 25, was announced by E. A. D'Angelis. The combine will be known as the Airvia-Coastal Transportation Company.

Stockholders of the Airvia Company will, under present plans, receive one and one-quarter shares of new stock for each one of the old held, while Coastal holders will benefit on a one-for-two basis.

Including the 18 machines now in use the new company plans to have at least 31 machines in operation next year. Roger Q. Williams and Lewis A. Yancey, recent Maine-to-Rome flyers, head the new combine.

OFFER 40,000 SHARES OF BREESE AIRCRAFT STOCK

New York, Aug. 1.—Madden, Tracy Company and the Mortgage, Bond and Acceptance Corporation are offering 40,000 shares of no-par common stock of Breese Aircrapt Corporation at $15.50 a share. The company's authorized capitalization consists of 100,000 shares of no-par common stock, of which 85,000 shares will be presently outstanding.

TIA JUANA AIRLINE ORDERS SIX NEW RYAN BROUGHAMS

St. Louis, Aug. 1.—The first long regular airline in Mexico between Tia Juana and Mexico City is being opened by the Pickwick Airways, Inc., as soon as the six broughams ordered to day from the Ryan Aircraft Corporation here are delivered.

DETROIT STEEL PRODUCTS GETS BIG HANGAR JOB

Detroit, Aug. 1.—Detroit Steel Products Company has been awarded the contract for the installation of fenestra hangar doors and windows in the airport to be built by the city of Detroit. The contract calls for 148 doors and 709 windows. The hangar will be the largest in the world and will cost $1,000,000.

CALL MEETING OF AIRPORT CHIEFS

Conference in October To Exchange Data On Developments

Special from A. D. N. Washington Bureau

Washington, Aug. 1.—A conference of municipal airport officials from all sections of the country has been called to meet in Washington October 24 and 25, it was announced today by the American Road Builders' Association.

Most of the country's outstanding airport engineers and builders will meet with civic representatives to develop knowledge of the present practices and future requirements of airport construction.

Capt. H. C. Whitehurst, chief engineer of the District of Columbia, has appointed Major Donald A. Davison, district assistant engineer commissioner, to head the municipal airport committee.

The conference will consider the following problems:—

Factors to be considered in the selection of airport sites.
Transportation and traffic regulations adjacent to airports.
Airport management, housing and building control.
European practices.
The design of runways, landing areas and field surfacing.
Airport drainage.
Relation of airports to public parks; public attendance.
Airport finance.

That the establishment of adequate airports in all of the important cities will be a long step toward placing air traffic on a stable footing is the opinion of Major Davison and the conference committee.

The advice and opinions offered will be free of bias or sales propaganda, and of the type which has cost New York, Chicago and other large cities thousands of dollars to procure.

Primarily, the meeting has been arranged for the benefit of cities that want to build airports or improve those now in use.

SPARKS from DETROIT

Whalen Joins Fokker

* * *

Municipal Hangar

* * *

Flints Progress

* * *

Ford's Museum

Fred Kingsbury—Detroit Editor

THE appointment of W. T. Whalen as vice-president and general manager of the Fokker Aircraft Corporation has been very well received in Detroit where he is well known. Mr. Whalen has been engaged with General Motors Corporation since 1920, when he became branch manager of the United Motors Service Corporation. He joined the export division of General Motors in 1922, in charge of its factory relations and was located at Oshawa, Ont. Sometime later he was manager of the Far Eastern Division of the General Motors Export Company and managing director of General Motors Continental, Antwerp. He organized and managed this activity from its beginning.

In December, 1926, Mr. Whalen became vice-president and general manager of General Motors Export Company and now he rounds out the executive personnel of the Fokker Aircraft Corporation.

It will be noted that a number of well-known figures in the automotive industry have recently become greatly interested in the aircraft business.

* * *

The first sod was turned the other day for the million dollar municipal hangar at the Detroit City Airport. The structure will be completed December 1, and will be the largest municipal hangar in the country.

The ceremonies were in charge of Acting Mayor John C. Nagel, Councilman George A. Walters, John Kronk and Philip A. Callahan.

Talk has been heard about this hangar for several months, but the contract was recently let and Detroiters are elated that work is under way.

* * *

This appears to be picnicking season at many of the automobile and parts plant in Michigan. The latest outing was that of the employes of the AC Spark Plug Company of Flint. More than 2,000 were present at this outing which has become a regular event every year.

* * *

Fire equipment mounted on automobile trucks has been very effective in saving small villages from great loss in the last year, especially in the state of Michigan. The other day fire threatened to destroy the small town of Luther and nearby forest fire apparatus, owned by the state, made the run to the village and, under direction of the fire warden, the town was saved.

* * *

THE city of Flint, another place that has been made by the automobile, is growing rapidly. The population increase during the last ten years has been enormous and building has been going ahead at a rapid rate to provide proper housing facilities for the many families moving to that place.

Now that city is to have a new bank building which will be erected by the Union Trust and Savings Bank. It will be fifteen stories high and will be the tallest building in Flint.

Flint is the home of Buick, Marquette and Chevrolet automobiles.

* * *

HENRY FORD was 66 years old Tuesday. However, his birthday was just like any other day to him as he spent it driving from Dearborn, Mich., to East Orange, N. J. On this birthday, he is at the pinnacle of his power, industrially and financially.

A great deal of Mr. Ford's time now is spent at his American Historical Museum at Dearborn, which has developed into a stupendous undertaking. Thousands of men are at work there on some of the fastest construction jobs in the world.

The first unit of the museum is an exact replica of Independence Hall in Philadelphia. Mr. Ford is building his hall in a manner he believes will withstand the elements for the next 500 years.

Five separate buildings have been started behind Independence Hall. These will house the Ford antiques. Off to one side of the building is the original Edison Menlo Park, where the electrical wizard developed the incandescent light, dynamo and many other of his early inventions. The buildings are the originals and were moved here and erected in their exact locations.

Ford's every effort is being given to seeing that the greater part of the museum program is under way by October 21, which is the day he has set aside to honor Edison.

Studebaker Adds a New President Eight Tourer

SOUTH BEND, Ind., Aug 1.—Announcement that the President Eight model is now available in a swanky new tourer was made today by the Studebaker Corporation.

Lines of the new President's long, low-hung body reflect the speed and power of the 115 horse power engine under the hood.

The new tourer is mounted on the 135-inch wheelbase chassis, the length of which has made it possible for Studebaker's body designers to create exceptionally long, low body lines and unusually roomy and comfortable seating arrangements for seven passengers.

Emphasizing the speed and grace of the body lines is a molding extending from radiator to rear quarter, widening at the cowl and finished in strong contrast to the main body color. Two spare wire wheels, with big chrome plated hub caps and chrome plated retaining rims, are mounted in front fender wells and further emphasize the car's low swung appearance. Chromium plate, non-tarnishing and long wearing, has been used in bright metal work on the car.

The windshield, with its non-shatterable safety glas and twin automatic cleaners, folds forward in a flat position. The top collapses into a trimly tailored top boot.

One of the greatest conveniences incorporated in the new tourer is the arrangement of the side curtains, which are fitted with a rigid frame in order to permit their use as a wind break when the top is lowered.

The wide seats are deeply cushioned and covered with genuine leather upholstery. The utmost comfort is assured the driver as a result of the adjustable feature of the front seat, clutch, brake pedals and steering wheel. A cigarette lighter is on the dash in addition to the gasoline gauge, engine thermometers, speedometer and other indicators.

An unusually low center of gravity results from the use of double drop frame, and additional riding ease and roadability have been secured by the use of Houdaille double acting hydraulic shock absorbers and patented ball bearing spring shackles.

Experienced Experimental Engineer

To take care of development of design, analysis of performance and to have charge of experimental department. An organizer is essential. Permanent position. Good salary and prospects of advancement to suitable man. Position in the East. Address reply, Box 222, Automotive Daily News, 2716 Graybar Bldg., New York City.

GOODRICH SILVER FLEET ARRIVES AT MILWAUKEE

Milwaukee, Aug. 1.—The Goodrich Silver Fleet, on its arrival here yesterday, was given a tremendous reception. Led by the mayor of the city, a group of Milwaukee automobile dealers and interested spectators welcomed the fleet.

After the reception the members put on various tire demonstrations, and in the evening were the guests of one of the largest theaters in the city.

The tires are being subjected to severe travel conditions these days because of the heat. To date they have covered a distance of some 22,000 miles.

CONSTRUCTION IS BEGUN ON INCA WIRE PLANT

Fort Wayne, Ind., Aug. 1.—Ground has been broken for the first unit of the Inca Manufacturing Company, organized by George A. Jacobs, founder and former president of the Dudlo Manufacturing Company, for the manufacture of magnet wire, windings and electrical specialties for the automotive and electrical trade. Five hundred persons will be employed in the initial unit beginning about October 1. An eleven-acre tract of land has been purchased by the company.

Officers have been elected as follows: Mr. Jacobs ,president and general manager; Wendell C. Glass, vice-president in charge of manufacturing, and George W. Spindler, secretary-treasurer. The authorized capital of the company will be 10,000 shares of preferred stock at $100 a share and 100,000 shares of common stock at no par value.

MACK PLANT DESTROYED PROTECTED BY INSURANCE

New York, Aug. 1.—Officials of Mack Trucks, Inc., state that losses caused by the fire whcih destroyed the garage and service plant of Mack-International Motor Truck Company at Newark, with estimated damage of $500,000, are fully covered by insurance. The buildings were used for service work, which can readily be transferred to other points, and their loss will not interfere with the company's regular production.

PA. AUTOMOTIVE ASSN. URGES INSPECTION FEE

Harrisburg, Aug. 1.—The Pennsylvania Automotive Association, in urging its members to apply to the state authorities for permits to act as inspectors in the equipment inspection campaign, October 1 to November 15, announced today that it is using all its influence to have the state allow a fifty-cent inspection fee.

New York, Aug. 1.—Harold Smith, general solicitor of Westinghouse Electric and Manufacturing Company has bee nelected vice-president. Mr. Smith's office will be in the Westinghouse Building, 150 Broadway.

TRUCKS BOOST SALES OF BAKING INDUSTRY

RAPID DELIVERY WIDENS MARKET

Nordhem Compares Present Methods With Earlier One-Horse Shay

IVAN B. NORDHEM, chairman of the board of the Liberty Baking Corporation, the fifth largest organization of its kind in the United States, and secretary of the Quality Bakers of America, the largest co-operative bakery group in the world, is, and has been, an interested party to the development of motor truck delivery as applied to the baking industry.—Ed. note.

By IVAN B. NORDHAM,
Chairman of the Board, Liberty Baking Corporation

THE area of activity of the wholesale bakery was for many years limited to the distance that could be covered by a horse and wagon radiated from the plant. This fact had everything to do with the extent of the volume of the business that could be handled by a bakery.

The advent of the motor truck, bringing about ease and rapidity of delivery at a lower handling cost, has given an impetus to the baking industry and brought about the attainment of an astounding increase in sales receipts. This increased volume of sales is marked by a parallel of increased number of consumers. In a brief span of years the annual consumption of bakery made bread has increased from 20 per cent. to 80 per cent. This marvelous upward trend of the chart can be attributed to quality of product, advertising, and to the prompt service secured by motor truck delivery.

The Liberty Baking Corporation, with its twenty-two units located in Chicago, Pittsburgh, Flint, Mich.; Quincy, Ill.; Trenton, N. J.; Fort Worth, Tex., and other cities, has a combined fleet of motor trucks numbering 352, 93 per cent. of which are of one, and one-half ton carrying capacity.

With the aid of the motor truck we have taken advantage of the housewife's demand for fresh bread. To give her fresh bread we bake daily and deliver daily, to towns as far away in many instances as 100 miles from the bakeries.

We realized that there was a time when the houswife baked her bread on stated, set days and enough bread was baked at a time to last a week, so that it was really only on one day that the family had fresh bread. It was also noted that consumption of bread on baking days was twice as great as on any other day. Thus, it appeared that the love of fresh bread has much to do with the popularity of the bakery bread, which was always fresh.

In its entirety, the motor truck operation in the bakery field shows that there are 25,160 trucks in use, in which there are over 7,400 in fleets of five or more, with over $45,000,000 invested in trucks. They are all gasoline driven trucks, with the exception of 2,900 which are electric.

KENT ADDS HUPMOBILE TO STUTZ DISTRIBUTION

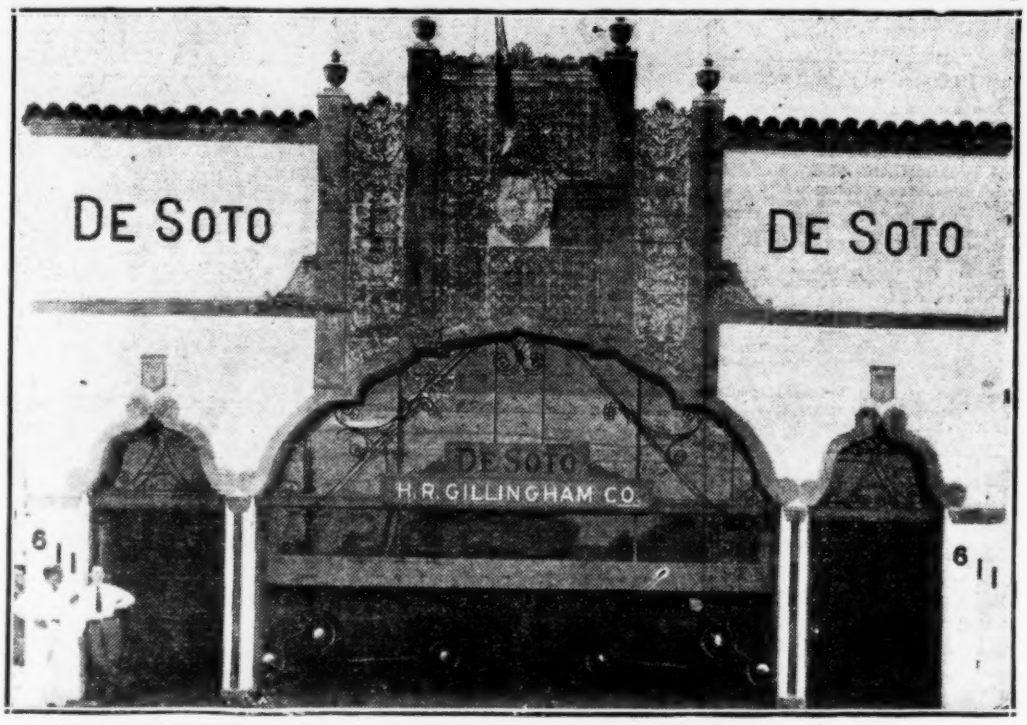
Milwaukee, Wis., Aug. 1.—John W. Kent, Inc., has been named as associate dealer of the Hupmobile line of six and straight eight cylinder cars in Milwaukee by the Hoppe Motor Car Company.

Mr. Kent will continue as distributor of the Stutz and Black Hawk cars for his territory.

PETERS TO COMBINE BUSINESS INTERESTS

Batavia, N. Y., Aug. 1.—Harold W. Peters, proprietor of the automotive electric business bearing his name, is merging this company with the Batavia-Oldsmobile Company, which he also controls. Headquarters will be maintained at 51 West Main St., with Mr. Peters in personal charge, assisted by Arthur W. Dewey, who becomes sales manager. He has been manager of the automobile company.

Uses Disappearing Show Window



SOMETHING NEW in display windows has been inaugurated by H. R. Gillingham, De Soto dealer at 611 South La Brea Ave., Los Angeles. When a store erects a glass barrier between its display and the window shopper it is comparable to building up sales resistance within the customer by the seller. So, at least, reasons Mr. Gillingham. To break down this sales resistance he has installed a sliding glass door that is raised and lowered by an electric motor. When the glass door is raised, the entire front of the display room is open on the street and the pedestrian can step on to the sales floor without any effort and view the automobiles on display.

Texas Truck and Bus Lines Show Rapid Growth

Austin, Tex., Aug. 1.—Passenger bus traffic in Texas has increased at a remarkable rate in the last year, according to information received here. With the increased traffic there has been a largely increased demand for buses, but the transportation companies have been able to keep their facilities up to the demands.

At the San Antonio bus terminal the records show that the number of passengers handled in May, June and July exceeded those of the same months of last year almost 100,000, and officials of the Texas Bus Owners Association say that there has been a proportional increase throughout the state.

This increase is attributed to better roads, better buses and better service.

Bus lines now extend between practically all points in Texas that are connected by passable roads, and new lines are being granted operating privileges at every meeting of the bus division of the Texas Railroad Commission, which body has supervision of both passenger and truck motor transportation. For the convenience of bus and truck line operators hearings are held monthly at important centers in different part of the state.

Sixteen applications for operating passenger bus lines have been filed with the commission for hearing at its sitting at Dallas, August 6. All of these are seeking permits to operate in northeast Texas.

The growth of truck transportation in Texas has been equally as remarkable. The truck has been an especial boon to small town merchants for short hauls. Orders for merchandise reaching the wholesalers in cities before 5 o'clock are loaded into trucks immediately and delivered at points 200 to 250 miles distant early the next morning, deliveries usually being right at the merchants' doors.

Once feared by the railroads, truck transportation is now considered a real help in that it relieves freight congestion. To prevent congested traffic on the highways, most of the truck lines now operate on night schedules, leaving freight at convenient freight depots in the towns reached after business hours.

The laws passed by the last session of the Texas Legislature are regarded with favor by the owners of both the passenger and freight motor lines, and are expected to result in a large increase in their business. Dealers are pleased, because increased motor traffic means a proportionate increase in their sales.

In New Posts

Hartford, Conn., Aug. 1.—In recognition of long and faithful service, a number of promotions have been made in the sales force of Russell P. Taber, Inc., Reo distributor for Connecticut and Hampden county in Massachusetts. Harry G. Trench, for the past nine years service manager of the company, has been elected secretary to succeed M. A. O'Brien, who has gone with the new Taber Cadillac Corporation. H. E. Hedges, manager of the Springfield branch; Arthur H. Gaines, who has managed the truck department for several years past; J. C. Kiley and George J. Smith of the truck department have been elected to the board of directors.

Earle M. Taber, vice-president and general manager, is now president and general manager of the company, and Lester R. Ferris, for many years treasurer of the company, has been made vice-president. He will have a more active part in the administrative affairs of the company than in the past.

Improvements

Birmingham, Ala., Aug. 1.—L. H. Pennington, Inc., Graham-Paige dealer, has erected a new building just across 22d Street from the main plant. It will be used for the display and sale of used cars.

Waterloo, Ia., Aug. 1.—The Fowler-Warren Company, local distributor of Chrysler and Plymouth cars, will occupy a new location at Franklin Street and East Park Avenue.

East Orange, N. J., Aug 1.—W. C. Ubhaus, for many years prominent in Newark motor trade circles and now De Soto dealer in East Orange, announces his removal today to more centrally located headquarters at 355 Central Avenue at Nassau Street, East Orange. The new sales and service departments will be located in the very heart of East Orange's rapidly growing automobile row and according to Mr. Ubhaus, no changes are contemplated in the organization, and the service department will, as heretofore, be under the direct supervision of Harry Toussaint.

Webster City, Ia., Aug. 1.—The Rehder Chevrolet Company has started the construction of a new warehouse, forty by eighty feet. The new structure will be located at the rear of the present garage location of the firm with trackage for unloading of new cars and accessories handled by the firm.

DULUTH 1ST HALF SALES SHOW GAINS

New Models Move Fast But Used Cars Are Sluggish

DULUTH, Minn., Aug. 1.—A larger number of new automobile sales for the first six months of 1929 as compared with the first six months of 1928 is reported by the majority of automobile dealers in Duluth. New automobile sales continued stronger in July of 1929 than in July, 1928, indicating that sales for the entire year of 1929 will show a large increase over those of 1928.

Used automobile sales show a very large decrease for the first six months of 1929 as compared with the same period of 1928. Several of the dealers reported that the number of used automobiles on hand are much more than in 1928.

The Harrington Hupmobile Company at 220 East Superior St. reports new automobile sales for the first six months as fair, with July much better. Used automobiles were stated as being slow, with an average size stock of used automobiles on hand.

The Overland-Knight Company, Willys-Knight and Whippet dealer, reports a 15 per cent. increase in business in new automobiles for the first six months of 1929, as compared with the first six months of 1928, with July sluggish. Used automobile sales are slower.

Reo-Duluth Company, Inc., Reo dealer at 206 East Superior St., reports that business in new automobiles for the first six months of 1929 is much better than for the first six months of 1928, with July good. Used automobile sales are also reported as being good.

The Duluth Pioneer Automobile Company, Chrysler and Plymouth dealer at 432 East Superior St., reports that new automobile sales have increased 25 per cent. in the first six months of 1929, as compared with the first six months of 1928. This company also reports a higher stock of used automobiles in 1929 than was the case in 1928, with sales also slower.

Personal Briefs

Jackson, Miss., Aug. 1.—John sellers, manager of the Sellers Motor Company, Jackson Cadillac dealer, accompanied by Mrs. Sellers and friends, made a trip by airplane to New Orleans. Combining business with pleasure, Mr. Sellers, while in the Crescent City, arranged for some new models of Cadillacs for the local floors.

Hartford, Conn., Aug. 1.—D. L. Gilbert, for several years past associated with the Hartford Motor Car Company, Dodge distributor, has resigned and joined the sales force of Burke-Nash, Inc., Nash distributor.

Macon, Ga., Aug. 1.—Fred Daniel of the Daniel-Johnstone Motor Company, local Nash dealership, is spending his vacation in Savannah.

Sells 95 Used Cars in One Month

JERRY DURYEA, INC., Cadillac-La Salle distributor for western Massachuetts, with headquarters in Springfield, Mass., and branches in Greenfield and Holyoke, has had remarkable success with its open air used car market, the largest of its kind in the section. Opened in March, while the snow was still on the ground the used car sales have increased from month to month and in June the corporation sold ninety-five used cars at a total of $58,800.

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

Published Every Day Except Sunday and Monday by
AUTOMOTIVE DAILY NEWS PUBLISHING CORPORATION,
350 Hudson St., New York, N. Y.
O. J. Elder, President. H. A Tarantous, Vice-President. Alexander Johnston, Secretary.

Entered as second-class matter August 27, 1925, at the post office at New York, N. Y., under the Act of March 3, 1879.

Circulation—Net paid Average over 10,000 daily guaranteed. Member A. B. C.

FRIDAY, AUGUST 2, 1929

ADVERTISING AND BUSINESS HEADQUARTERS

2716 Graybar Bldg., New York, N. Y. Telephone LEX ington 6388
Harry A. Tarantous, Business Manager. J. Edward Schipper, Eastern Manager. George M. Slocum, Manager Detroit Bureau, 427-8 Fisher Building, Detroit, Mich., phone Empire 3500; Willard R. Cotton, Western Manager, 333 North Michigan Ave., Chicago, Ill., phone Central 5936; Metz B. Hayes, New England Manager, Little Building, Boston, Mass.; Blanchard, Nichols & Coleman, American National Bank Building, San Francisco, Cal.; Lincoln Building, Los Angeles, Cal.; 1037 Henry Building, Seattle, Wash.; Philadelphia Office, 15th and Cherry Streets. **Address ALL advertising and business correspondence to 2716 Graybar Building, New York City.**

EDITORIAL DEPARTMENT

350 Hudson St., New York, N. Y. Telephone CAN al 1000
Alexander Johnston, Editor. L. E. Levick, News Editor.
Detroit Bureau—Fred Kingsbury, Editor, 427-8 Fisher Building, Detroit, Mich., phone Empire 3500. Contributing Editor, John C. Wetmore.

Mail subscriptions to **CIRCULATION DEPARTMENT**—C. H. Wilson, Manager.
1926 Broadway, New York, N. Y. Telephone TRA falgar 4500
Subscription Rates—One year, $12.00, two years, $20.00, for United States and Canada. To Foreign Countries—One year, $15.00; two years, $26.00. Single copies, 10 cents.

The Measuring Stick

DALE JACKSON and Forest O'Brine in the St. Louis Robin have just given us a record for continuous flight that may possibly stand for a long time. It does not seem to be safe to make such predictions today, but the 420 hours and 21 minutes which these boys stayed in the air is a remarkable record of endurance, both of men and of machine.

Twenty years ago, within a few days, Orville Wright in one of his planes flew from the drill ground at Fort Myer, near Washington, and remained in the air for one hour, twenty minutes and forty-four seconds. This broke his own previous record for continuous flight by some six minutes. It was considered a magnificent effort and in good truth it was just that.

But does not this give us an unusually significant measuring stick to apply to progress in aviation? There is no question that Jackson and O'Brine could have continued their flight for many hours more. The plane was flying without effort, the engine turning over without a sputter. The backer of the flight considered it safer to call the men to earth lest some unconsidered factor might cause accident.

The possibilities of long distance flight that this record opens up, the complete efficiency of the fueling arrangements which enabled the flyers to take on fuel forty-seven different times, are actually startling. But above all else stands out the performance of the modern airplane power plant, which has lifted flight from a timorous adventure to an actual conquest, insofar as the power element goes.

Bus Taxes

FROM a recent survey, the American Automobile Association has discovered that motor buses are the most heavily taxed among the common carriers. So much so that after paying the levies upon them the average net income of bus operators is only 1.67 per cent.

This survey shows that each common carrier bus serves an average route of 6.5 miles. It has seats for twenty-one passengers and carries 35,009 in the course of the year. The total distance traversed is 34,509 miles.

The total revenue earned by this average bus is $8,081. From this must be deducted operating expenses of $7,408. Then comes an item of $537.80 which must be paid out in Federal, state and local taxes.

This problem of motor vehicle taxation daily becomes more pressing. The truck and bus people are suffering more than passenger car owners. In some states truck operation has been made almost impossible. Apparently the buses are little better off. The jolly legislator is still at his favorite sport of killing the goose that lays the golden eggs.

Ethics in Oil

ON August 31, the code of ethics which was recently adopted by the American Petroleum Institute was placed in operation. The code is concerned with two different phases of activity in the oil industry. One of these is the violation of interstate commerce laws and Federal and state regulations respecting the various phases of the industry. The second division of the code relates to ethical practices, such as elimination of unfair competition including rebates and special privileges granted in marketing by producers, refiners, etc.

It is hoped that this code will reduce appeals to the Federal trade commission by eliminating causes for such appeals within the industry.

Almost every industry learns sooner or later that adjustment within itself is preferable to appeal to outside authority. We have learned it in the automotive industry, and the petroleum industry deserves all good wishes in this attempt to make itself ethically "self-supporting," so to speak.

WHAT'S the new Buick like?

THIS question is being asked in a lot of places just now. You'll hear it on trains, and on a thousand Main Streets, and around the soda fountains in the small town drug stores, and in barn garages in the tall grass. Everybody who ever rested his hands on a steering wheel or filled a grease cup or blew a tire wants to know.

But not in New York!

You can walk around until you're bow-legged and listen until you have loudspeaker ears without hearing the populace of New York pipe up about Buick. Because two-thirds of the people down here never had their hands on a steering wheel, don't know a grease cup and never give a thought to tires! A lot of them need the transportation and recreation a motor car could give them — but they don't know it! They spend more money more foolishly than any similar group of people in the world, but you birds who make gas buggies don't get so very much of it. You still have a wide open market and virgin selling job here.

That's why you need The News in New York. Reaching seven-tenths of the families in New York City and one-fifth of the families in the suburbs — with the largest city and suburban circulation among New York Newspapers— The News goes to almost everybody. And your message gets to almost everybody, because this small-page small-size paper can be read, and is, within the reader's time limit and eye range. It gets an advertising message across in a big way—at a small cost. It reaches more car owners, and more non-owners. It's worthwhile considering if you have anything worthwhile saying this season!

THE NEWS
NEW YORK'S PICTURE NEWSPAPER
Tribune Tower, Chicago - Kohl Bldg., San Francisco - 25 PARK PLACE, NEW YORK

The 1929 Review & Reference Number of

Automotive Daily News

August 27

25,000 Distribution

Men of importance in every branch of the industry will be glad to receive this issue, because it will contain valuable reference material of the passenger car field, truck field, accessory and parts fields, the tire industry, etc.

The reviews of each branch of the industry by authorities will be extremely valuable to dealers, engineers, production men, jobbers and others.

The very latest available registrations of passenger cars and trucks, in addition to other statistics of great value to every one in the automotive trade.

Up-to-the-minute general news of every branch of the industry as only Automotive Daily News can give it.

These Automotive Men Will Receive The Issue of August 27

Regular Net Paid {Factory Executives, Wholesalers and Retailers of Cars, Trucks, Etc.}	11,000
Engineers, Production Managers	3,000
Accessory and Parts Wholesalers	2,000
Accessory and Parts Retailers (high-rated)	3,000
Truck Wholesalers and Retailers (exclusive)	2,000
Truck Fleet Owners and Important Bus Operators	4,000

Please Make Space Reservation As Early As Possible

Automotive Daily News

H. A. TARANTOUS, *Bus. Mgr.* GRAYBAR BUILDING, NEW YORK CITY

Willard R. Cotton
Western Manager
333 No. Michigan Ave.
Chicago, Ill.

DETROIT OFFICE
Geo. M. Slocum, Mgr.
Fisher Building
Detroit, Mich.

J. Edward Schipper
Eastern Manager
Graybar Building
New York City

BOSTON OFFICE
Metz B. Hayes, Mgr.
Little Building
Boston, Mass.

PACIFIC COAST
Blanchard, Nichols & Coleman
Am. Nat. Bank Building
San Francisco, Cal.

DISTRIBUTION
SHOP EQUIPMENT
REPLACEMENTS

WHOLESALE

MERCHANDISING
ACCESSORIES
EQUIPMENT

Orr, Evansville Jobber, Mirrors Motor Progress

By WILLIAM H. O'CONNELL

FROM a small department inauspiciously opened in 1913 as a venture in the service of the "gasoline buggy" to a big distribution center with a great array of things automotive, numbering more than 8,000 regular items is a far cry.

The Orr Iron Company of today, at Evansville, Ind., may review many changes in the development of modern transportation. It is an enterprise which, founded away back in 1835, has figured in the evolution of transportation.

W. A. White

It is an enterprise built up to established success through four generations of the Orr family. Samuel L. Orr heads the business, which is nearing the century mark of service to the wide trade area of southern Indiana and Illinois, western Kentucky and Tennessee. Bigger buildings embodying the latest advantages in modernity express the trend of the years.

For many decades the Orr Iron Company had been a business landmark of Evansville and that section of the Mid-West known at the Tri-States, for distribution of blacksmiths' tools, wagon and carriage woodwork, iron, steel, heavy hardware, mine and mill supplies.

The advent of the automobile opened a new horizon for the Orr Iron Company. A retrospect of sixteen years exemplifies the business vision of the management in linking their fortunes with the career of the then termed "horseless carriage."

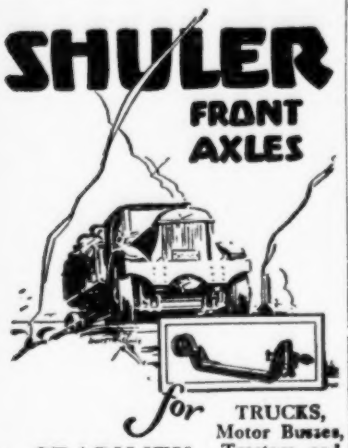
Recently William A. White completed ten years as manager of the atomotive supplies department. In reviewing the progress of the business over that period, Mr. White reports that the Orr Iron Company now handles more than 8,000 distinct automotive service items in its regular stock. Eighty-nine major lines of leading American manufacturers of automotive parts, equipment and tools are now represented by the Orr jobbing house.

The entire third story and a big section of the first story are given over to display and stocking of items for the automobile and its service. The headquarters of the Orr Iron Company at Pennsylvania Avenue and Walker Street is a typical modern fireproof structure comprising five stories and basement.

A big feature of the first story showroom is a permanent exhibition of practically every known tool, device and equipment item relating to the up-to-the-minute automotive service shop and garage. Time saving tools and devices that are little giants of power are arranged for easy demonstration. New service tools and aids tried out and proved efficient for motor service progress are added to the exhibition from time to time.

Nine salesmen make up the regular staff of the automotive supplies department covering the Tri-States region of distribution. The department carries no fewer than 3,000 regular accounts, according to Mr. White.

HEADQUARTERS of the Orr Iron Company, Pennsylvania and Walker Streets, Evansville, Ind.



Close application to the principle of not spreading our activities too thin, but with our face ever to the future, has given us strength to endure making Shuler a "buy word" in the Front Axle field.

FRONT AXLES ONLY

SHULER AXLE CO.
INCORPORATED
LOUISVILLE KENTUCKY
MEMBER OF MOTOR TRUCK INDUSTRIES, INC. OF AMERICA

Vancouver, B. C., Aug. 1.—Dendoff Springs, Ltd., manufacturer of automobile and truck springs, has now moved into its new plant at 2d Avenue and Alberta Street. H. E. Dendoff, president, has invented a new type of automatic spring bending and setting machine, and this equipment is used exclusively in the new plant.

Editor's Column

THE rapid growth of the National Standard Parts Association brings with it additional problems for each year's convention and exhibition. One of the most important is the proper housing of those who wish to attend.

Last year the registration reached a total of 5,427 members, and this year more than 7,000 are expected to drop in at the November event at Detroit.

Nine of the leading hotels of the city have been set aside and have guaranteed sufficient rooms to assure each visitor comfortable and convenient accommodations — providing reservations are made in advance.

The evening sessions and association headquarters will be located at the Book-Cadillac. Other hotels on the list are: Statler, Tuller, Fort Shelby, Detroit-Leland, Wolverine, Barlum, Norton and Michigan.

Those who plan to attend the convention will be wise to send their reservations in to headquarters right away, if they haven't already done so, because orders are coming in pretty fast

WISCONSIN AXLES

In road work, on long distance hauls, in bus service—Wisconsin Axles succeed because of their ability to withstand heavy loads, road shocks and gruelling speed. They are built for that purpose.

WISCONSIN AXLE CO. Oshkosh, Wis.

THIS TABLE, BROUGHT UP TO DATE, RUNS EVERY FRIDAY IN THE AUTOMOTIVE DAILY NEWS

Third Revision, June, 1929, New Commercial Car Registrations

Figures in this table are from R. L. Polk & Co. of Detroit, with the exception of Illinois, which are supplied by the Robinson Advertising Service, Springfield, Ill., and New Jersey, which are furnished by the New Jersey Motor List Co., New Car Division, Trenton, N. J. Readers desiring county, city or town lists, or lists of owners in any given section, may obtain these by addressing any of these three companies.

Commercial Car Registrations do not include buses.

States	Autocar	Brockway-Indiana	Chevrolet	Diamond-T	Dodge	Fargo	Federal	Ford	G. M. C.	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Miscellaneous	Totals	States
Alabama			2	174		7	4		221	8	32	5			3				1		2	1			460	Ala.
Arizona				89		25	1		121	17	7				5		6			5	1	1	1		279	Ariz.
Arkansas			1	132		8			140	4	27	3									4	4		1	324	Ark
California	25			437		176	7	22	1198	99	56	41	3		92	3	17	23	7	14	2	37	1	139	2399	Calif.
Delaware	3			46		3	1	1	80	9	6				3		1	1	1	1					156	Del.
Florida			5	117	1	15	1		285	10	17	9			4	2					2	10			478	Fla.
Georgia	1		4	245		20	1	3	294	3	18	6			5					2	6	2	1		611	Ga.
Idaho				135		19	1		134	9	23	4			9		1			3	2	5	1	1	347	Idaho
Illinois	5		10	445	66	92	11	3	783	32	115	36	1	1	34			4	1		18	17		65	1739	Ill.
Indiana			9	301	5	52	2		499	48	52	6	2	3	20		2		11	9	11	10	1	2	1045	Ind.
Kansas			2	198	2	35	1	2	227	16	53	2		1	8	1	1		1	7	4	3	1	1	566	Kan.
Maryland	8		10	155	7	48	3	5	267	9	52	21		1	23	2	1	6	1		1	15		18	653	Md.
Minnesota				315	2	28	1	4	456	21	96	5		1	16		1			5	10	8	2	5	976	Minn.
Missouri	4		5	402	13	72	7	2	586	73	88	9	1	1	21	1			3	3	12	8		14	1325	Mo.
Montana				68		16	4	5	157	6	30	7	1		5	1	1				3	11	2	1	318	Mont.
Nevada				10		12			19						1	1								2	45	Nev.
New Jersey	33		34	500	10	130	27	15	871	72	57	73	9	5	85	6	5	15	8	10	13	33	3	86	2100	N. J.
N.Ca'lina	2			303		31	2	1	362	15	16	1			4	1	2		1		3	3		8	755	N. C.
N. Dakota				101	3	8	1		117	12	68			1	4		1				2		1	1	320	N. D.
Ohio	27		29	614	15	114	15	11	1044	89	151	18	3	4	80	3	3	2	4	5	57	58	6	55	2407	Ohio
Oklahoma			5	413		57	5	10	460	19	88	2			16				1	5	25	8		5	1119	Okla.
Oregon	1			126		22	3	5	169	18	17	5			18		6			1	1	9		18	419	Ore.
Penn'vania	36		44	759	31	238	39	20	1422	95	170	108	8	13	135	10	7	32	45	12	32	52	5	67	3380	Penn.
Rh. Island	5		2	75	3	27	5	5	88	23	6	17			25		2	2	3	2		5	1	7	303	R. I.
S. Carolina				173		13	3	4	171	6	11	8			2						2	1		3	397	S. C.
S. Dakota				116		9	2		98	1	68	1			10				1		1	3			310	S. D.
Utah				118		29	2		248	3	22	10			12		2			3	3	7	1	3	463	Utah
Virginia	3		8	339	2	23		2	356	9	24	2		1	12				4		2	6		1	794	Va.
Wash'gton				174		47	2	4	310	17	32	5		2	21	2	4			4	6	18		25	673	Wash.
W. Virginia			5	169	3	42		6	219	21	33	4		2	13		1		1	1	5		2	2	529	W. Va.
Wisconsin			3	509	28	76	6	6	773	46	113	4		8	41		1	11	7	5	15	7	2	16	1677	Wis.
Wyoming				33		10	1		83	3	13				6		1					1			151	Wyo.
Totals	153		178	7791	191	1504	158	136	12258	813	1561	412	28	44	733	33	66	96	101	97	245	343	31	546	27518	Totals

Financial News of the Automotive Industry

Range of Automotive Stocks

WEDNESDAY, JULY 31

NEW YORK STOCK EXCHANGE

Previous 1929 High	Previous 1929 Low	Div.		Sales	High	Low	Close	Net Change
104⅞	27	....	Advance Rumely ...	300	37	36½	36½	— 1
119	40⅛	....	do pf. ...	200	51	51	51	— 1
181¾	95⅛	3	Air Reduction ...	2,900	177⅛	172½	174⅞	+ 2⅞
11¼	4½	....	Ajax Rubber ...	1,100	5	4⅞	4⅞	....
284½	166	7	Allis Chalmers ...	700	279	275	279	+ 8
....	....	....	do pf. ...			No sales today		
73¼	40½	....	Am. Bosch Magneto	6,500	62½	60	62¼	+ 1⅛
....	....	....	Am. Chain Class A..			No sales today		
86	70¼	7	do pf. ...	100	84	84	84	....
8⅞	4½	....	Am.-La France ...	100	4⅞	4⅞	4⅞	+ ¼
424	221	4	Auburn ...	3,700	424	406	424	+21
104⅜	78	2	Bendix Aviation ...	30,800	98⅜	95½	97	+ 1
136¾	110¼	3	Bohn Aluminum ...	1,900	120	116	116	— 4
143⅜	107	4	Borg-Warner ...	2,400	114⅞	112½	114	+ 1½
63⅛	30¼	....	Briggs Mfg. Co. ...	1,800	33⅜	32⅝	32⅝	....
73⅞	40¼	3	Brockway Motor ...	1,400	44⅛	43⅛	44⅛	+ ½
44⅜	28¼	....	Chicago Pneu. Tool.	500	43	42	42	— ⅜
....	....	....	Chicago Yellow Cab			No sales today		
135	66	3	Chrysler Corp. ...	18,200	74	72½	72⅝	....
....	....	....	do pf. ...			No sales today		
62⅝	43	2	Commercial Credit..	1,500	47⅜	46¾	47	— ⅛
....	....	....	do pf. ...			No sales today		
195	131½	4	Com'l Invest. Trust..	5,200	176⅝	173½	174⅜	+ ⅜
....	....	....	do pf. ...			No sales today		
28⅜	13½	.80	Continental Motors..	3,400	14	13⅞	13⅞	+ ⅛
101½	58⅛	3.50	Cutler-Hammer ...	300	94¾	93	94¾	+ 4¾
202	155¾	4	Du Pont ...	6,000	191½	188½	188½	+ 2
76¾	56	3	Eaton Axle & Spring	2,800	62	59⅞	61¾	+ 2⅛
174	126¾	6	Electric Auto-Lite ..	4,200	162¾	160¼	161⅝	+ 1⅜
92⅞	77	5	Electric Stor. Battery	2,400	86⅜	83⅞	85½	+ ⅝
....	....	....	Evans Auto Load ..			No sales today		
....	....	....	Emerson Brant ...			No sales today		
....	....	....	do pf. ...			No sales today		
....	....	....	Federal Motors ...			No sales today		
20⅛	7½	....	Fisk Rubber ...	5,500	8	7⅝	8	+ ½
....	....	....	do 1st pf. ...			No sales today		
33⅞	20	....	Gabriel Snubber ...	500	22	21½	21½	— ¼
376	219	4	General Electric ...	45,300	377¾	268¼	377½	+10
25	10½	....	Gardner Motor ...	2,900	14¼	13¼	13¼	+ ¼
91¾	66¼	3	General Motors	79,500	72⅝	70¾	71	+ 1
....	....	....	do pf. ...			No sales today		
126½	122½	7	do 7s pf. ...	800	124	123½	124	— ¼
64⅛	36⅞	1.25	Glidden Co. ...	2,500	61	60⅛	60⅛	+ ⅝
....	....	....	do pf. ...			No sales today		
105¾	73	4	Goodrich ...	8,700	78½	75½	77	+ ⅞
....	....	....	do pf. ...			No sales today		
154½	112	5	Goodyear T. & R. ..	17,500	122⅞	119½	121⅛	+ 1½
104⅛	101	7	do pf. ...	200	101¾	101⅝	101¾	+ ⅛
54	25	....	Graham-Paige Motor	11,500	27½	26⅝	27	+ ⅝
68⅜	28	8	Hayes Body ...	700	33⅞	32½	33⅛	— ⅛
52¾	37½	1.50	Houdaille-Hershey ..	2,100	46	44½	44½	— ½
93½	75⅛	5	Hudson Motor Car..	5,200	86	84¾	85½	+ 1¼
82	38½	2	Hupp Motor Car ...	2,300	41⅞	40¾	41⅝	+ ⅝
32½	17¾	....	Indian Motocycle ..	3,700	22½	18	22½	+ 3
....	....	....	Intercon. Rubber ...			No sales today		
127	92	2.50	Interna. Harvester ..	4,200	121⅝	120½	121½	....
145	138½	7	do pf. ...	300	139	138½	138½	....
242¾	152½	3	Johns-Manville	3,900	185¾	183	184	+ ½
16½	6	....	Jordan Motor Car..	1,100	7⅛	⅞	7	....
24	11	....	Kelly-Springfield ...	6,100	13½	12¾	13¼	+ ⅝
....	....	....	do 6s pf. ...			No sales today		
....	....	....	do 8s pf. ...			No sales today		
59¾	40¼	2	Kelsey-Hayes Wheel.	1,000	45¾	44½	45¾	+ ¾
....	....	....	do pf. ...			No sales today		
25	10	....	Lee Rubber & Tire..	3,400	14⅜	13	14	+ 1
61	49⅞	2.60	Link Belt ...	300	50½	50	50½	+ ⅜
114¾	91	6	Mack Trucks ...	400	97	95½	96	— 1¾
104	66¾	4	Marmon ...	13,100	90⅞	88½	89	+ 1¾
89⅞	69⅛	2	Marlin Rockwell ...	200	77½	77½	77½	....
....	....	....	Martin Parry ...			No sales today		
34⅜	20	....	Mengel ...	5,100	29½	28½	28¾	+ ⅜
28⅜	15¼	....	Miller Rubber ...	1,100	15	14	14½	— ¾
8	3½	....	Moon Motors ...	100	3¾	3⅜	3¾	+ ⅛
28	26	....	Moto Meter G & E	17,900	31	28¾	31	+ 3
206	96½	2	Motor Products	300	125	125	125	....
52½	39	2	Motor Wheel Corp. .	7,400	54¼	51¼	54¼	+ 2
81⅞	42¼	....	Mullins Mfg. ...	800	45¾	44	45⅞	+ ⅞
100⅞	62	3	Murray Corp. ...	10,500	89½	88	89	....
118⅞	81⅛	6	Nash Motors ...	4,700	86⅜	84⅝	84⅝	+ ⅝
....	....	....	do pf. ...			No sales today		
....	....	....	Norwalk T. & R.			No sales today		
....	....	....	do pf. ...			No sales today		
10⅞	7½	....	Omnibus Corp. ...	600	8	7¾	8	+ ⅛
51⅜	37	....	Otis Steel ...	6,900	49⅜	47¾	49	+ 1½
153¾	116½	3	Packard Motor Car..	9,300	132	130⅛	130⅛	— ⅝
....	....	....	Peerless Motor Car..			No sales today		
....	....	....	Pierce-Arrow ...			No sales today		
....	....	....	do pf. ...			No sales today		
31⅞	20¼	.80	Reo Motors ...	7,500	21⅝	20½	21½	+ 1
12¼	6	....	Reynolds Spring ...	800	7	6¾	6¾	....
66¾	45	....	Spicer Mfg. Co.	200	51⅛	51⅛	51⅛	— ⅜
55⅞	45	3	do pf. ...	100	46¼	46¼	46¼	— 1¼
77	65	3.50	Stewart-Warner Spd.	2,100	72	70¾	71¾	+ 1¼
....	....	....	Stromberg Carbure..			No sales today		
98	73⅛	5	Studebaker Co.	2,600	77⅞	76⅛	76½	— ⅛
....	....	....	do pf. ...			No sales today		
31	22⅝	.60	Timken Detroit Axle	500	24⅜	24⅛	24⅛	+ ⅛
110¾	73½	3	Timken Roller Bear.	1,100	100¾	99¼	99⅝	+ 1¼
63	38¾	2.50	Trico ...	1,400	56¼	54½	54½	+ 1⅛
65	42	....	U. S. Rubber ...	8,100	50⅜	47⅝	48¾	+ ⅛
92½	73	....	do 1st pf. ...	1,200	76	74	75	— ½
42⅞	28½	2	Warner Quinlan	900	30½	30	30	+ ½
55¾	43¼	2	Westinghouse A. B. .	8,200	53⅜	52½	52½	— ⅛
53½	38	1	White Motors ...	1,400	39⅞	39	39⅛	— ½
61¼	37	2.50	Wilcox Rich A ...	200	45⅛	44	44	— 1⅛
62	34	2	do B ...	1,900	43½	42⅞	42⅞	+ ¼
35	20	1.20	Willys-Overland	1,300	25¼	24¼	25	+ ½
....	....	....	do pf. ...			No sales today		
84	61¾	4	Yale & Towne ...	400	81¾	79¾	81¾	+ 1¾
51¼	34¾	....	Yellow Tr. & C.	3,800	38¼	37¼	37½	+ ½
....	....	....	do pf. ...			No sales today		

NEW YORK CURB EXCHANGE

Sales		High	Low	Close	Net Chge
	Bendix Avia...	No sales today			
	Borg Warner..	No sales today			
	Briggs & Strat	No sales today			
100	Budd Ed ...	19½	19½	19½—	⅝
	Bullard Co ...	No sales today			
200	Caterpillar T..	83⅜	83	83⅜ +	2⅜
900	Checker Cab...	70⅝	69¾	70½	...
108000	Cities Service..	47½	46⅝	46⅝—	1⅜
100	do pf ...	93⅞	93½	93⅞	...
100	Con Di Fibre..	38	38	38 —	½
500	Doehler D C...	36	35½	35½—	¾
2100	Durant Motor.	10¼	10	10 —1	
100	Fageol Motor..	3¾	3¾	3¾+	⅛
100	Fedders ...	34⅞	34⅞	34⅞—	⅛
	Federal Mogul.	No sales today			
500	Fiat ...	28	27⅞	27⅞—	⅛
125	Firestone ...	249	248	248 —1	
	do pf ...	No sales today			
2100	Ford Canada..	47⅜	46½	46⅞+	⅜
56800	Ford Ltd ...	20⅞	14½	20⅜+	1⅜
	Franklin Mfg...	No sales today			
	Gen T & Rub.	No sales today			
1200	Gr'nf'd T & D	16⅞	16	16 —	⅞
100	Hall Lamp ...	23½	23½	23½+	1⅜
	Henney ...	No sales today			
	Hood Rubber..	No sales today			
	India Tire	No sales today			
	Isotta Fras ...	No sales today			
	Jaeger ...	No sales today			
	Lakey ...	No sales today			
	Marvel Carb ..	No sales today			
	McQuay Norris	No sales today			
	Nat Rub Mach	No sales today			
300	Paramount Cab	16⅞	16	16⅞—	⅛
	Perfect Circle.	No sales today			
	Pines Winter..	No sales today			
100	Pitt Pl Glass..	72⅜	72⅜	72⅜+	1⅞
200	Raybestos	49	48⅝	49 +	⅛
	Rep M T ctfs..	No sales today			
	Rolls Royce A	No sales today			
	Ross Gear	No sales today			
300	Safe T Stat...	31	29	31 +8	
	Seiberling	No sales today			
14600	Serv-el Inc ...	20	18⅞	20 +1	
	Sparks With ..	No sales today			
300	Stutz Motor ..	14⅞	14⅜	14⅜—1	
1100	Thermoid Co ..	30¾	30	30 —	¼
	Thomp Prod ..	No sales today			
	Triplex ...	No sales today			
	U S Asbestos..	No sales today			
	Watson, J W..	No sales today			
200	Wayne Pump .	20	19¾	20 +1	
200	West Auto	78	78	78 —	⅛
	Wire Wheel ...	No sales today			
300	Yel Taxi N Y.	32	32	32 +2	

NEW YORK OVER-THE-COUNTER

Divs.		Bid.	Asked.
6	Am Hard Rubber ...	80	85
10	Dixon (J) Crucible...	166	171
3.50	Doehler (D C) pf...	40	45
7	do pf ...	104	..
..	Eisemann Magneto ...	31	35
7	do pf ...	95	100
..	Manhattan Rubber ...	50	60
..	Rolls-Royce America ...	17	21
..	do pf ...	48	55
1.20	Smith (A O) ...	246	252
..	Splitdorf Beth E ...	8½	9½
2	Ward La Fr T Co A....	33	35

CHICAGO STOCK EXCHANGE

Sales.		High.	Low.	Last.
6150	Allied Mot Ind...	45	43	45
100	do pf ...	52½	52½	52½
250	All Prod A ...	66	65	66
10700	Bendix ...	99	95½	98
2750	Borg Warner	114¾	113	114⅝
50	Chain Belt ...	50	50	50
1000	Chicago Yel Cab.	31	30⅜	31
200	Her Motor ...	30½	30	30
250	Houd Hershey A.	44⅜	44½	44⅜
100	do B ...	44¾	44¾	44¾
200	McQuay Norris...	75½	75	75
500	Modine Mfg ...	71½	70	71½
700	Muncie G A	26½	26	26½
350	do B ...	18	16	16
150	Musk Met sp A..	25⅝	25½	25½
100	Nach Spg ...	52	52	52
1400	Noblitt Sparks ..	50½	49¼	50
200	Pines Winterfront.	70	70	70
200	Ross Gear ...	48	48	48
150	Sterling Motors..	31	31	31
200	Van Sicklen A...	27½	27	27½
350	Warchel Cp ...	27⅞	27½	27¾
300	do pf ...	31½	30½	31

CLEVELAND STOCK EXCHANGE

Sales.		High.	Low.	Lst.
5	Firestone 6% pf.	109½	109½	109½
36	do 7% pf ...	109	109	109
10	Gen Tire pf ...	95	95	95
17	Miller Rubber pf.	55	55	55
100	Packard Elec ...	34	34	34
5	Packer Corp ...	26¼	26¼	26¼
135	Seiberling Rubb..	31½	31½	31½

DETROIT STOCK EXCHANGE

Sales.		High.	Low.	Lst.
400	Brown (J W) ...	77¼	76⅞	76⅞
200	Federal Mogul ..	20	20	20
100	Federal Mot Tr.	14¾	14¾	14¾
100	Frost G & F....	22	22	22
100	G R Metaler.....	11¾	11¾	11¾
300	Hall Lmp ...	23¼	22⅝	23¼
100	Hou Hershey B...	46	46	46
100	Hutto Engrs ...	18⅞	18⅞	18⅞
300	Jackson M S ...	20	18⅞	20
600	Packard new	26¾	26½	26½
100	Wilcox R B ...	42¾	42¾	42¾

AINSWORTH REPORTS NET OF $698,756 IN 6 MONTHS

New York, Aug. 1.—The report of the Ainsworth Manufacturing Corporation, including the recently acquired Joseph N. Smith Company, for six months ended June 30, 1929, shows record net profit of $698,756 after charges and taxes, equivalent to $4.43 a share (par $10) on 157,500 common shares.

Current assets on June 30 were $2,516,540, including $664,527 cash, while current liabilities were $541,513.

SERVEL REPORTS NET FOR SIX MONTHS WAS $705,482

New York, Aug. 1.—Income account of Servel, Inc., filed with New York Stock Exchange for six months ended June 30, 1929, follows: Gross sales $8,329,293; costs and expenses, $7,676,836; operating profit, $652,457; other income, $110,852; total income, $763,309; interest, $57,827; net profit before Federal taxes, $705,482.

L. S. STARRETT TO PUT $2 DIVIDEND ON NEW STOCK

Athol, Mass., Aug. 1.—Dividends at the rate of $2 per share annually with quarterly payments of 50 cents per share will be inaugurated on stock of the new L. S. Starrett Company, which took over the machine tool manufacturing concern of that name whose plant is located here. The $2 dividend on the new stock will be equivalent to $19 a share on the old stock, as against a rate of $16 a share maintained since 1922. The Starrett Company has 6,000 dealers in the United States and Canada and over 9,000 occasional buyers of its products.

The A. D. N. Analyst Looks Them Over

IN this department will appear daily an analysis of one or more companies in, or closely allied to ,the automotive industry, covering the past history, present condition and future prospects of the companies so analyzed. It will be the purpose of the A. D. N. Analyst to deal with the smaller and less known manufacturing concerns, as well as with those more prominent, thereby giving analyses not to be found elsewhere. Readers who preserve their issues of Automotive Daily News will, through this department, build up a valuable fund of information about the financial standing of companies in the industry.

SWINEHART TIRE AND RUBBER COMPANY

THE Swinehart Tire and Rubber Company is in only a fair condition, but is making a hard battle to stage a "comeback" from the reverses of recent years of unstable rubber markets. Whether it will, remains to be seen.

The company purchased the Erie Rubber Company early this year and it is believed this acquisition may strengthen the company considerably.

The Swinehart Tire and Rubber Company was incorporated away back in 1904 and in 1909 was reorganized and incorporated under the laws of Ohio. It controls the Swinehart Tire and Rubber Company of New York, a selling organization. The manufacturing company is quite active in the distribution field and has several factory controlled agencies as outlets for its products. The plant of the company is at Akron, O., the tire center, and has 102,000 square feet of floor space.

Capitalization of the company consists of $500,000 in 7 per cent, cumulative preferred $100 par stock, of which $293,777 is outstanding, and $1,000,000 in $100 par value common stock, of which $815,200 is outstanding. The company is among the few tire and rubber manufacturers without funded debts.

The common stock of the company is listed on the Cleveland Stock Exchange. No dividends are being paid on the common and payments are in arrears on the preferred, amounting to 57¾ per cent. up to June 1, 1929.

Officers of the company were recently reported as follows: T. F. Walsh, president; W. McE. Weldon, vice-president; C. O. Baughman, secretary. Directors are T. F. Walsh, Mr. Weldon, J. E. Foster, W. A. Walsh, Charles McCaskey, W. H. Marlatt, A. G. Ryley and Andrew Dies. The fiscal year ends December 31 and the annual meeting is held the third Wednesday in March.

The balance sheet of this company as of December 31, 1928, showed total current assets of $868,790, as compared with total current liabilities of $628,859, leaving an indicated net working capital of $240,201. Cash on hand amounted to $21,829; accounts receivable, $300,757, and inventories, $486,509.

Following is a comparative balance sheet of the company as of December 31, 1928, and December 31, 1927:—

ASSETS

	1928	1927
Land, buildings, equipment, etc.	$1,055,457	$1,024,541
Patents	44,000	44,000
Investments	.....	5,366
Prepayments	4,859	2,390
Current Assets:—		
Cash	21,829	36,265
Cash surrender value life insurance	40,109	38,363
Notes and acceptances receivable	19,586	39,202
Accounts receivable	300,757	278,233
Inventories	486,509	455,310
Total current assets	$868,790	$847,373
Total assets	$1,973,106	$1,923,670

LIABILITIES

Preferred stock	$293,777	$293,777
Common stock	815,200	815,200
Reserve for depreciation	59,372	29,681
Miscellaneous reserve	84,000	72,000
Profit and loss surplus	92,168	82,163
Current Liabilities:—		
Notes payable	236,972	252,000
Accounts payable and payroll	113,499	90,181
Merchandise acceptances	208,812	224,409
Personal accounts	59,306	54,254
Reserve for doubtful accounts	10,000	10,000
Total current liabilities	$628,589	$630,844
Total liabilities	$1,973,106	$1,923,670

Rubber Prices

RUBBER EXCHANGE OF NEW YORK

	High	Low	Close	Prev. close
August	21.10	21.10	‡21.00	20.70
September	21.50	21.40	21.30a21.40	21.40
October	....	....	21.50a21.60	21.50
November	....	....	*22.00	22.00
December	22.50	22.40	†22.40	22.30
January	22.70	22.70	22.50a22.60	22.50
February	....	....	*22.70	22.80
March	23.10	23.10	22.90a23.00	23.00
April	....	....	*23.20	23.20
May	23.60	23.60	*23.40	23.30
June	....	....	*23.60	23.50
Spot	....	....	*21.00	20.70
Sales			70	176

Tone quiet.

*Nominal. †Trading. ‡Offered.

OUTSIDE CLOSING PRICES

(Per pound, delivered New York.)

Plantation—	Bid	Asked
Ribbed smoked sheets, spot....	21	21¼
August ...	21⅛	21⅜
September ...	21⅜	21⅝
October-December ...	22⅛	22⅜
January-March ...	22¾	23
Spot—		
First latex crepe...	22⅛	22⅜
Thin pale latex...	22⅜	22⅝
Clean thin brown crepe...	18⅛	18⅜
†Specky crepe ...	17⅞	18⅛
Rolled brown crepe...	12⅞	13⅛
No. 2 amber...	18⅜	18⅝
No. 3 amber...	18⅛	18⅜
No. 4 amber...	17⅞	18⅛
*Paras—		
Up-river, fine, spot...	22¼	22½
do coarse ...	11½	12
Accra, fine, spot...	23	23¼
Caucho, ball—Upper ...	11½	12
Centrals—		
*Esmeraldas ...	11½	12
*Central scrap ...	11½	12
Guayule, washed and dried..	..	19
†Balata—		
*Block Ciudad ...	54	..
*Surinam sheet ...	56	..
*Manaos block ...	55	..
Peruvian block ...	21	22

SCRAP RUBBER

(Dealers' buying prices, f. o. b., New York)

Boots and shoes, black, ton....	$18.00a20.00
Arctics, cwt. ...	.50a .60
Inner tubes, mixed, cwt.....	3.75a 4.00
Inner tubes, red, cwt.....	4.50a 4.75
Tires, standard, mixed, ton....	18.00a19.00
Inner tubes, No. 1, cwt.....	7.00a 7.25
Inner tubes, No. 2, cwt.....	3.50a 3.75
Mixed hose, soft, cwt.....	.50a .55
Hose, air brake, ton.....	22.50a24.00

*Nominal. †Sold on sample only.

HOUDAILLE-HERSHEY MAY ACQUIRE SKINNER CO., LTD.

New York, Aug. 1.—The New York Stock Exchange committee on stock list has recommended that 11,200 no-par class B shares of the Houdaille-Hershey Corporation be admitted to the list on official notice of issuance in connection with the the acquisition of common stock of Skinner Company, Ltd., Canadian bumper manufacturers. Purchase price also includes 8,000 Houdaille-Hershey class A shares.

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Am. La France Chief	2	3650	Own	6	3¾x5	33.0	Pw	Str	Vac	Rem	Own	C	4	Tim	Wo	31.2	4	D	156	6200	32x6	32x6 D
Am. La France W	3–4	3950	Own 2 R	4	4¼x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	D R	47.4	D	R	160	7200	S 36x5	S 36x5 D
Am. La France S	4–4½	5200	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	8900	S 36x6	S 36x6 D
Am. La France V	5	5500	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	9800	S 36x5	S 40x6 D
Am. La France Z	6½	5750	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	63.5	D	R	165	10000	S 36x7	S 40x7 D
Am. La France U	7½	6000	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	—	63.5	D	R	165	10500	S 36x7	S 40x8 D
Am. La Fran. Big Chief	6		Own	6	4½x6	48.6	Pw	Zen	Vac	Rem	Own	C	4	Own	D R	32.8	W	D	226	10600	S 40x8	40x8 D
Autocar S A	1½	2700	Her	6	3⅜x4½	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S A	Sp	27.9	4	R	150	4400	32x6	32x6
Autocar S D	2	3000	Her	6	3⅜x4½	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S D	D R	33.9	4	R	150	4850	32x6	32x6 D
†Autocar H	3	3750	Own	4	4½x5½	32.4	C S	Str	Gra	A B	Own T	U	4	Own H	D R	48.9	R	R	114	5800	34x5 S	36x10 S
†Autocar S H	3	4000	Her	6	4⅛x4¾	40.8	Pb	Str	Gra	R B	Own T	U	4	Own H	D R	48.9	R	R	114	5800	34x5 S	36x10 S
Autocar T	3	5000	Her	6	4⅜x4¾	45.9	Pb	Str	Vac	R B	Own T	U	4	Own T	D R	72.5	R	R	187	7100	36x8	36x8 D
†Autocar H S	3½	4100	Own	4	4½x5½	32.4	C S	Str	Gra	A B	Own T	U	4	Own J	D R	55.2	R	R	114	6900	34x6 S	36x12 S
†Autocar S H S	3½	4400	Her	6	4⅜x4¾	45.9	Pb	Str	Gra	R B	Own T	U	4	Own J	D R	55.2	R	R	114	7000	34x6 S	36x12 S
Autocar T S	3½	5350	Her	6	4⅜x4¾	45.9	Pb	Str	Vac	R B	Own T	U	4	Own Chs	D R	81.7	R	R	187	7100	36x8	36x8 D
Autocar S C M	5	5000	Her	6	4½x4¾	43.6	Pb	Str	Vac	R B	Own B	C	4	Own M	D R	72.1	R	R	162	8600	34x7 S	36x14 S
Brockway Junior	1	1195	Wis C	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.27	4	Tr	139	3100	30x5	30x5
Brockway J F	1	1195	Wis F	6	3¼x4¼	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.3	4	Tr	137	3450	30x5	30x5
Brockway C J B F	1½	1475	Wis F	6	3¼x4¼	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 55001	Sp	21.3	4	Tr	149	3650	32x6	32x6
Brockway E	1½	1765	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 55001	Sp	21.0	4	Tr	139½	3650	32x6	32x6
Brockway E N	1½	1965	Wis N	6	3½x4¼	29.4	Pb	Zen	Vac	Aut	Br-L 35	U	4	Col 55001	Sp	31.3	4	Tr	155¾	4400	32x6	32x6
Brockway S	2	2450	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	38.79	R	Tr	150¼	5100	S 34x4	S 34x3
Brockway S Y	2	2950	Wis Y	6	3⅜x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	35.3	4	Tr	151¾	4950	32x6	34x7
*Brockway K	3	3420	Con K	4	4⅛x5¼	27.2	Pw	Zen	Vac	Eis	Br-L 35	C	4	Tim 65700 S	Wo	41.5	R	D	154⅛	5855	S 36x5	S 36x10
Brockway K R	3	3625	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 65700 S	Wo	36.38	R	D	160⅜	6290	S 36x5	S 36x10
Brockway K W	3	3950	Wis H	6	4 x5	38.2	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 69300	D R	33.7	R	D	170	6920	34x7	D 34x7
*Brockway R	4	4200	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7890	S 36x5	S 36x12
Brockway T	5–7	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	D	175	10065	S 36x6	S 40x14
Chevrolet	½	400	Own	6	3⅛x3¾	26.3	C S	Car	P	Rem	Own	U	3	Own	Sp	12.68	4	R	107	1815	4.50x20	4.50x20
Chevrolet	1½	545	Own	6	3⅛x3¾	26.3	C S	Car	P	Rem	Own	U	4	Own	Sp	30.05	4	R	131	2375	30x5	30x5
Commerce 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	B 30x5	B 30x3
Commerce S 11 Y	1½	1900	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	B 30x5	D B 30x5
Commerce 30 Z	1½	2900	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4700	B 34x5	D B 34x5
Commerce 40 Z	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vas	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4900	B 36x6	D B 36x6
Commerce 50 Z	2½	4415	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7000	S 36x5	S 36x10
Commerce 60 Z	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7100	S 36x5	S 36x12
Commerce 70 Z	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8200	S 36x6	S 36x12
Commerce 80 Z	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8400	S 36x6	S 36x14
Day Elder M F	1¼	1345	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Br-L 20A	U	3	Tim 52000 H	Sp	24.2	4	D	131	3100	30x5	30x5
Day Elder G F	1½	2050	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Br-L 20A	U	3	Tim 54000 H	Sp	28.3	4	D	156	3900	30x5	32x6
Day Elder H F	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Br-L 35	U	4	Tim 63702 H	Wo	40.7	4	D	156	4400	S 34x4	S 34x7
Day Elder J F	3	3900	Con 18 R	6	4 x4½	38.4	Pb	Zen	Vac	Rem	Br-L 51	U	4	Tim 65000 H	Wo	41.5	4	D	156	6500	S 36x5	S 36x10
Day Elder K 6	4–5	4775	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	Vac	Rem	Br-L 60	C	4	Tim 66702 D	Wo	55.2	R	D	170	8500	S 36x5	S 36x12
Diamond T 151	1	1095	Con 18 E	6	3⅜x4	27.3	Pb	Zen	Gra	Aut	Cov	U	3	Col	Sp	—	4	D	132	3200	30x5	30x5
Diamond T 290	1½	1475	Her W X A	6	3½x4½	29.4	Pb	Zen	Gra	Aut	Cov	U	4	Col	Sp	—	4	D	156¼	4160	30x5	30x5 D
Diamond T 302	2	1650	Her W X B	6	3¾x4½	33.8	Pb	Zen	Gra	Aut	Cov	U	4	Clark	Sp	—	4	D	157¾	4600	32x6	32x6 D
Diamond T 502	2½	2675	Her W X C	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Wo	—	4	D	163	5850	34x7	34x7 D
Diamond T 505	2½	2875	Her W X C	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Wis	D R	—	4	D	171½	5850	34x7	34x7 D
Diamond T 550	2½	2195	Her W X C	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Clark	Sp	—	4	D	165	5400	32x6	32x6 D
Diamond T 601	3	3510	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Br-L	A	4	Tim	Wo	—	4	D	163½	7400	36x8	36x8 D
Diamond T 605	3	3810	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Cov	U	4	Wis	D R	—	4	D	161½	7400	36x8	36x8 D
Diamond T 700	3½	4850	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Cov	A	4	Tim	Wo	—	R	D	162	8100	S 36x5	S 36x10
Diamond T 800	4	5325	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Br-L	A	7	Own	Wo	—	4	D	195⅜	8300	36x8	4WH 36x8
Diamond T 1000	5	5500	Her Y X C 2	6	4½x4¾	48.6	Pb	Zen	Gra	Aut	Br-L	A	4	Tim	Wo	—	R	D	170½	10000	S 36x6	S 40x12
Diamond T 2500	10–12	9750	Wak	6	5 x5¾	60.0	Pb	Zen	Gra	Aut	Br-L	A	7	Tim	Wo	—	4	D	194	13100	S 36x7	S4W 36x12
Dodge Bros.	½	665	Own	4	3⅝x4¼	21.03	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	15.2	4	D	110	1965	29x5.00 B	29x5.00 B
Dodge Bros.	¾	775	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	17.4	4	D	120	2510	31x5.25 B	31x5.25 B
Dodge Bros.	1	995	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	130	2920	30x5	30x5
Dodge Bros.	1	1065	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	140	2955	30x5	30x5
Dodge Bros.	1½	1345	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	150	3695	32x6	32x6
Dodge Bros.	1½	1415	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	165	3810	32x6	32x6
Dodge Bros.	2	1445	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	114	3725	32x6	34x7
Dodge Bros.	2	1545	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	150	3930	32x6	34x7
Dodge Bros.	2	1615	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	165	4070	32x6	34x7
Dodge Bros.	3	1745	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	135	4225	32x6	32x6 D
Dover	¾	595	Own	6	2¾x4½	27.3	P&S	Mar	Vac	Aut	Own	U	3	Own	Sp	..	4	4	110	2150	30x5	31x5.50
Durant Com. Chassis	½	495	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	16.16	4	4	107	1670	28x4.75	28x4.75
Fargo Packet	½	545	Own	6	3 x4⅛	21.6	Pb	Car	Vac	Rem	Own	U	3	Own	Sp	14.29	4	Tr	—	1835	4.75x20	4.75x20
Fargo Clipper	¾	725	Own	6	3⅛x4¼	23.4	Pb	Str	Vac	Rem	Own	U	3	Own	Sp	14.29	4	Tr	—	2325	5.50x18	5.50x18
Fargo Freighter	1	795	Own	6	3 x4⅛	21.6	Pb	Str	Vac	Rem	Own	U	3	Own	Sp	37.19	4	Tr	133	2785	31x5½	32x6
Ford A A	1½	540	Own	4	3⅞x4¼	24.0	P&S	Zen	Gra	Own	Own	U	3	Own	Wo	*15.95	4	4	131½	2250	30x5	32x6
F. W. D.—H	2	3300	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Cotta	C	4	Own	St	38.1	4	R	121	5300	34x7	34x7
F. W. D.—H 6	2	3425	Wak	6	3½x4½	29.4	Pb	Zen	Vac	Eis	Br-L	U	4	Own	St	35.0	4	R	133	5500	34x7	34x7
F. W. D.—B	3	4200	Own	4	4¾x5½	36.1	Pb	Str	Gra	Eis	Own	C	3	Own	St	35.6	4	R	124	6460	36x6 S	36x6 S
F. W. D.—B 5	3	4525	Own	4	4¾x5½	36.1	Pb	Str	Gra	Eis	Own	C	5	Own	St	88.6	4	R	132	6800	36x6 S	36x6 S
F. W. D.—U 6	3½	4575	Wak	6	4 x4¾	38.6	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7200	36x6 S	36x6 S
F. W. D.—H T	2	3900	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	84.7	4	R	120	6000	36x8	36x8
F. W. D.—B T	3	4742	Own	4	4¾x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	101.0	4	R	133¾	7700	40x7 S	40x5 S D
F. W. D.—U 4	3	4575	Own	4	4¾x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7000	36x6 S	36x6 S
F. W. D.—X 6	6	6500	Wak	6	4¼x4¾	43.3	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	4	170	9500	36x8	36x8
Garford 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	B 30x5	B 30x5
Garford S 11 Y	1½	1900	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	B 30x5	D B 30x5
Garford 30 Z	1½	2990	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4700	B 34x5	D B 34x5
Garford 40 Z	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4900	B 36x6	D B 36x6
Garford 50 Z	2½	4419	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7000	S 36x5	S 36x10
Garford 60 Z	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7100	S 36x5	S 36x12
Garford 70 Z	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8200	S 36x6	S 36x12
Garford 80 Z	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8400	S 36x6	S 36x14
Gen. oMt. T 11-1001	*3800	625	Pontiac	6	3⅛x3¾	26.3	Pb	Mar	P	Rem	Pontiac	U	3	Pontiac	Sp	14.67	4	D	109⅝	1980	5.00x19 B	5.50x19 B
Gen. Mot. T 19-2001	*8000	1015	Pontiac	6	3⅛x3¾	26.3	Pb	Mar	P	Rem	Mun	U	4	Tim 5261-N	Sp	34.11	4	D	127¾	3075	32x6	34x7
Gen. Mot. T 19-2002	*8000	975	Pontiac	6	3⅛x3¾	26.3	Pb	Mar	P	Rem	Mun	U	4	Tim 5261-N	Sp	34.11	4	D	127¾	3000	30x5	30x5 D
Gen. Mot. T 19-2003	*6000	895	Pontiac	6	3⅛x3¾	26.3	Pb	Mar	P	Rem	Mun	U	4	Tim 5261-N	Sp	34.11	4	D	127¾	2925	5.50x20 B	32x6
Gen. Mot. T 30-3001	*10000	1530	Buick	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Mun	U	4	Eat 1616	Sp	28.6	4	D	136	4200	32x6	36x8
Gen. Mot. T 30-3002	*10000	1505	Buick	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Mun	U	4	Eat 1616	Sp	28.6	4	D	136	4125	32x6	32x6 D
Gen. Mot. T 30-3003	*8000	1395	Buick	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Mun	U	4	Eat 1616	Sp	28.6	4	D	136	4075	6.00x20 B	34x7
Gen. Mot. T 42-4001	*12000	1885	Buick	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Mun	U	4	Own	Sp	33.38	4	D	136	4690	32x6	38x9
Gen. Mot. T 42-4002	*12000	1790	Buick	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Mun	U	4	Own	Sp	33.38	4	D	136	4640	32x6	32x6 D
Gen. Mot. T 42-4003	*10000	1685	Buick	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Mun	U	4	Own	Sp	33.38	4	D	136	4510	7.00x20 B	36x8
Gen. Mot. T 60-5001	*16000	3215	Buick	6	3⅝x5	31.5	Pb	Mar	P	Rem	Mun	U	4	Tim 65706-N	Wo	44.81	4	D	140	6090	38x7	44x10
Gen. Mot. T 60-5002	*18000	3160	Buick	6	3⅝x5	31.5	Pb	Mar	P	Rem	Mun	U	4	Tim 65706-N	Wo	44.81	4	D	140	6425	36x8	36x8 D
Gen. Mot. T 60-5003	*14500	2800	Buick	6	3⅝x5	31.5	Pb	Mar	P	Rem	Mun	U	4	Tim 65706-N	Wo	44.81	4	D	140	6090	36x6	36x6 D
Gen. Mot. K 102-6001	*23000	4250	Own 89	4	4½x6½	32.4	Pw	Zen	Vac	Eis	Mun	C	7	Tim 67600	Wo	86.3	R	R	160	9520	36x6 S	40x14 S
Gen. Mot. K 102-6002	*28000	4350	Own 89	4	4½x6½	32.4	Pw	Zen	Vac	Eis	Mun	C	7	Tim 67600	Wo	86.3	R	R	184	9600	36x6 S	40x14 S
Gramm B	1½	1395	Lyc S	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	32	4	R	140	3300	30x5	30x5 D
Gramm C	2	1795	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	29	4	R	160	3800	32x6	32x6 D
Gramm D	2½	1995	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	30	4	R	160	4920	32x6	32x6 D
Gramm E	3	2795	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	35	4	R	150	5200	34x7	34x7 D
Gramm EY	3	3535	Con 20 R	6	4⅛x4¾	36.04	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	26	4	R	190	6750	32x6	32x6 D
Gramm GY	4	4345	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	P	L-N	Ful	U	4	Wis	D R	28	4	R	210	7200	34x7	34x7 D
Gramm HY	5	5545	Con 16 H	6	4¾x5¾	54.15	Pb	Zen	P	L-N	Ful	U	4	Wis	D R	25.2	4	R	236	9600	36x8	36x8 D
Gramm T-35	3	3595	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	39.6	4	R	173	7100	36x5 S	36x10 S

1929 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Gramm T-45	4	3995	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	39.6	4	R	173	7600	36x5 S	36x12 S
Gramm T-60	5	4745	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	Vac	Aut	Ful	U	4	Wis	D R	—	4	R	173	8700	36x6 S	36x14 S
*Hahn 24	1	1345	Her C	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1002	Sp	—	R	R	138	3100	30x5	30x5
*Hahn 34	1½	2080	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1504	Sp	—	R	R	150	3750	32x6	32x6
Hahn 465	2	2740	Con 6 B	6	3¾x5	33.5	Pb	Zen	Vac	Aut	Br-L 35	U	4	Eat 1504	Sp	—	R	R	160½	4300	32x6	34x7
Hahn 54	2½	3300	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	R B	Br-L 51	U	4	Tim 65000	Wo	—	R	R	144	5600	36x4 S	36x8 S
†Hahn 56	2½	3440	Con 6 B	6	3¾x5	33.8	Pb	Zen	Vac	Rem	Br-L 51	U	4	Eat 2252	Sp	—	R	D	160	5300	32x6	32x6 D
Hahn L	3	3600	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	R B	Br-L 51	U	4	Tim 65704	Sp	—	R	R	149	5900	36x5 S	36x5 S D
Hahn 76	3½	4790	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Vac	L-N	Br-L 51	U	4	Tim 65704	Wo	—	R	R	196	6500	34x7	34x7 D
Hahn M	4	4250	Her G	4	4¾x5¾	36.5	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	160	7600	36x5 S	36x12 S
Hahn R	5	5100	Her G	4	4¾x5¾	36.5	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	k	162	8800	36x6 S	40x6 S D
Hahn N	6	5200	Her G	4	4¾x5¾	36.4	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	162	9200	36x6 S	40x6 S D
Indiana 200	1	1195	Wis F	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36000	Sp	20.71	4	Tr	137	3400	30x5	30x5
Indiana 300	1½	1475	Wis F	6	3¼x5¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 55001	Sp	21.26	4	Tr	149	3650	32x6	32x6
Indiana 111 X W	2	1850	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Wis 4611	Sp	36.60	R	Tr	120	3830	32x6	32x6 D
Indiana 400	2	2495	Wis Y	6	3⅜x5	27.3	Pb	Str	Vac	Aut	Br-L 35	U	4	Cla B 506	Sp	30.33	4	Tr	157	4800	32x6	34x7
Indiana 115 A	2½	2740	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	42.80	R	Tr	132	5000	32x6	34x7 D
Indiana 615 A	2½	3070	Wis Y	6	3⅜x5	27.3	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	30.33	R	Tr	136	5190	32x6	34x7 D
Indiana 120	3	3495	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 557	C	7	Tim 65704	Wo	80.7	R	Js	162½	7400	36x5	36x10 S
Indiana 127	3	3190	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 720	Sp	41.72	R	R	141	6490	32x6	34x7 D
Indiana 626	3	4185	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 55	C	7	Tim 65704	Wo	80.7	R	Js	168½	7625	36x6 S	36x10 S
Indiana 627	3	3725	Wis H	6	4 x5	38.4	Pb	Str	Vac	Aut	Br-L 55	U	4	Cla B 720	Sp	42.80	R	R	162½	6525	36x5 S	36x10 S
Indiana 127 A W	3	3625	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Wis 69311	Sp	41.72	R	Tr	141	6800	32x6	34x7 D
Indiana 627 A W	3	3925	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 51	U	5	Wis 69311	Sp	41.72	R	Tr	147	6800	32x6	34x7 D
Indiana 138	4	4380	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	162½	7850	36x5	36x12 S
Indiana 638	4	4955	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	168½	8100	36x5	36x12 S
Indiana 41	5	5460	Her G	4	4¾x5¾	36.1	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 68700 D	Wo	95.0	R	R	172	9600	36x6	40x12 S
Int. Harvester Sp. Del.	¾	720	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 502 R	Sp	15.1	4	4	124	2200	30x5.25	30x5.25
Int. Harv. 6 Spd. Spec.	1	820	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 1124	Sp	*52.6	4	4	124	2430	30x5	30x5
Int. Harvester S-24	1¼	1160	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3200	30x5	30x5
Int. Harvester S-26	1¼	1310	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3250	30x5	30x5
Int. Harvester SF-34	1½	1450	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3520	30x5	32x6
Int. Harvester SF-36	1½	1600	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3570	30x5	32x6
Int. Harvester SD-44	2	1590	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3700	30x5	32x6
Int. Harvester SD-46	2	1740	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3750	30x5	32x6
Int. Harvester SF-46	2	1950	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	4	Eat 2002	Sp	40.6	4	4	140	4000	32x6	32x6 D
Int. Harvester 54-C	2½	3200	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 428	Ch	51.8	R	D	140	6400	36x5	36x10
Int. Harvester 54	2½	3550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 54 65000	D R	53.7	R	D	140	6345	36x5	36x8
Int. Harvester 74-C	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	*86.0	R	D	154	8715	36x6	40x12
Int. Harvester 74	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 74 1000	D R	61.6	R	D	160	8175	36x6	40x12
Int. Harvester 104-C	5	4800	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	86.0	R	D	154	8890	36x6	40x14
Int. Harvester HS-54	2½	3850	H-S 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Eat 54 65000	D R	60.5	4	4	*148	8000	36x5	36x12 S
Int. Harvester HS-54-C	2½	3850	do 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Own A M 428	Ch	63.8	4	4	*148	8665	34x5 S	36x12 S
Int. Harvester HS-74	3½	4850	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Eat 74 1000	D R	70.5	4	4	*160	10700	34x5 S	36x7 D
Int. Harvester HS-74-C	3½	4850	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	79.1	4	4	*160	11000	34x6 S	36x7 D
Int. Harv's'r NS-104-C	5	5500	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	90.5	4	4	*160	11095	34x6	36x8 D
*Larrabee 20	1	1595	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	4.15	4	D	142	4170	30x5	30x5
*Larrabee 30	1½	1875	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	4.15	4	D	161	4550	32x6	32x6
*Larrabee 40	2	2965	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wis	D R	5.35	4	D	176	5950	32x6	32x6 D
*Larrabee 50	2½	3285	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wis	D R	5.35	4	D	183	6030	32x6	32x6 D
*Larrabee 60	3	3980	Con 18 R	6	4 x4½	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Tim	Wo	5.35	4	D	195	7140	34x7	34x7 D
*Larrabee 70	3½	4600	Con 20 R	6	4⅛x4¾	40.8	Pb	Zen	Gra	Rem	Br-L	C	7	Tim	Wo	9.5	4	D	205	7740	34x7	34x7 D
Larrabee 80	5	5200	Con 21 R	6	4⅜x4¾		Pb	Zen	Gra	Rem	Br-L	C	7	Tim	Wo	—	4	D	205	9150	36x8	36x8 D
Mack BB	1½	3500	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	Hyp.	Opt.	4	D	165½	——	32x6	32x6 D
Mack BB	1½	3600	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	Hyp.	Opt.	4	D	177½	——	32x6	32x6 D
Mack AB	1½-2	3100	Own	4	4¼x5	28.9	P&S	Str	Gra	R B	Own	U	4	Own	Ch.	Opt.	R	D	2-Opt.	——	36x4 S	36x7 S
Mack AB	1½-2	3550	Own	4	4¼x5	28.9	P&S	Str	Gra	R B	Own	U	4	Own	D R	Opt.	R	D	2-Opt.	——	36x4 S	36x7 S
Mack AB	2½-3	3500	Own	4	4¼x5	28.9	P&S	Str	Gra	R B	Own	U	4	Own	Ch.	Opt.	R	D	2-Opt.	——	36x4 S	36x8 S
Mack AB	2½-3	3950	Own	4	4¼x5	28.9	P&S	Str	Gra	R B	Own	U	4	Own	D R	Opt.	R	D	2-Opt.	——	36x4 S	36x8 S
Mack BJ	3-4	5800	Own	6	4½x5½	48.6	P&S	Str	Vac	N E	Own	C	4	Own	D R	Opt.	4	D	3-Opt.	——	36x8	36x8 D
Mack AK	3½-5	5150	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	4	Js	3-Opt.	——	36x5 S	36x5 D S
Mack AK	3½-5	5250	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	C	4	Own	D R	Opt.	4	D	3-Opt.	——	36x5 S	36x5 D S
Mack AC	3½-5	4950	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	Js	R	3-Opt.	——	36x5 S	40x10 S
Mack AC	5½-7	5500	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	Js	R	3-Opt.	——	36x5 S	40x12 S
Mack AC	7½	6000	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	Js	R	3-Opt.	——	36x7 S	40x14 S
Mack AP	7½	9500	Own	6	5 x6	60.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	Js	Js	191	——	36x7 S	40x8 D S
Mack AB Tractor	5-6	3500	Own	4	4½x5	28.9	P&S	Str	Gra	R B	Own	U	4	Own	Ch.	Opt.	R	D	122½	——	36x4 S	36x4 D S
Mack AK Tractor	7-10	5150	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	4	Js	128	——	34x5 S	36x5 D S
Mack AC Tractor	7-10	4950	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	Js	R	128	——	34x5 S	36x5 D S
Mack AC Tractor	11-14	5500	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	Js	R	128	——	34x6 S	36x6 D S
Mack AC Tractor	15	6000	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	Js	R	128	——	34x7 S	36x7 D S
Mack AP Tractor	15	9500	Own	6	5 x6	60.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	R	Js	147	——	34x7 S	36x7 D S
Mack AC 6-wheel	10	7500	Own	4	5 x6	40.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	4 R	Js	2-Opt.	——	36x7 S	40x12 S
Mack AP 6-wheel	10	12000	Own	6	5 x6	60.0	P&S	Str	Gra	R B	Own	J	4	Own	Ch.	Opt.	4 R	Js	2-Opt.	——	36x7	40x12 S
Moreland A-6	*6800	1275	Con 34 L	6	2⅞x4¾	19.84	Pb	Zen	Vac	Aut	Br-L 20	U	4	Tim 52000 H	Sp	24.17	4	D	134	3000	32x6.75	32x6.75
Moreland R R-6	*9300	1850	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 54000 H	Sp	32.95	4	D	158½	4000	32x6	32x6
Moreland B-6	*12000	2200	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 63721 H	Wo	34.8	4	D	158½	4500	34x7	34x7
Moreland E-6	*15000	3600	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	4	Tim 65000 H	Wo	34.8	*4	D	182	6000	34x7	34x7 D
Moreland Ex. 6	*19000	3750	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Tim 65704 N	Wo	46.0	*4	D	182	6500	36x4 S	36x8 S
Moreland E D -6	*23000	4900	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Own	Wo	52.2	*4	D	196	6500	36x8	36x8
Moreland H-6	*22000	4650	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 55	C	7	Tim 66702 W	Wo	82.3	*R	D	196	8000	36x5 S	36x10 S
Moreland H D S-6	*30000	5850	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	81.6	*4	D	220	10500	36x6 S	36x8
Moreland S D-6	*34000	6450	Her YXC 2	6	4½x4¾	48.6	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	89.0	*4	D	221	11500	36x7 S	36x10 S
Moreland T T-6	*34000	8000	Con 15 H	6	4½x5¾	48.6	Pw	Str	P	Aut	Br-L 70	C	7	Own	Wo	98.5	*4	D	221	12500	36x7 S	36x10 S
*Fleet Arrow F A-1	1½-2	2450	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	33.3	4	Tr	140	3950	32x6.00	34x7
*Pierce-Arrow F A-1	1½-2	2450	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	21.4	4	Tr	140	4100	32x6	32x6 D
*Pierce-Arrow X A-1	2	3500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44.2	D	R	150	6750	36x4	36x5 D S
*Pierce-Arrow X B-1	3	3750	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48.1	D	R	150	6830	36x5	36x5 D S
*Pierce-Arrow H B-1	5	4500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	7	Own	Wo	95.0	D	R	156	8400	36x5	36x6 D S
*†PierceArrow W C-1	4	5100	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	D	R	162	8780	36x5	36x6 D S
*†Pierce-Arrow R D-1	5	5400	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	40.5	D	R	162	9440	36x6	36x7 D S
*†Pierce-Arrow R F-1	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	168	10320	36x6	40x8 D S
†Pierce-Arrow R F-T	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	132	940	36x6	36x8 D S
Relay 20 B	1	1700	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	25.7	4	D	142	4100	B 30x5	B 30x5
Relay S 11 B	1½	1900	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	30.0	4	D	162	4500	B 30x5	D B 30x5
Relay 30 A	1½	2990	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	D	168	5300	B 34x5	D B 34x5
Relay 40 A	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	D	168	5500	B 36x6	D B 36x6
Relay 50 C	2½	4415	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7300	B 36x6	S 36x10
Relay 60 C	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7450	B 36x6	S 36x12
Relay 70 C	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Cov	C	8	Own	Relay	84.2	R	D	175	8600	B 36x6	S 40x12
Relay 80 C	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Cov	C	8	Own	Relay	84.2	R	D	175	8800	B 36x6	S 40x12
Reo B A	½	895	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	Rem	W-G	U	3	Sal	Sp	14.63	4	Tr	115	2290	28x5.25	28x5.25
Reo D A	1	995	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	Rem	W-G	U	3	Own	Sp	18.4	4	Tr	123	2755	30x5	30x5
Reo D C	1	1075	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	Rem	W-G	U	3	Own	Sp	18.4	4	Tr	138	2850	30x5	30x5
Reo F A	1½	1295	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	137	3525	32x6	32x6
Reo F E	1½	1395	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	152	3700	32x6	32x6
Reo F F	1½	1395	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	156	3750	32x6	32x6
Reo F H	2	1545	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	37.6	4	Tr	142	4165	32x6	32x6 D

Major Specifications and Mechanical Details of 1929 Commercial Cars Built in the United States

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Reo F C	2	1595	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	37.62	4	Tr	152	4025	32x6	32x6 D
Reo F D	2	1695	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	37.62	4	Tr	168	4075	32x6	32x6 D
Reo G A	3	2035	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	163	4625	32x6	32x6 D
Reo G C	3	2140	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	179	4850	32x6	32x6 D
Reo G D	3	1985	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	46.2	4	Tr	134	4570	32x6	32x6 D
Republic Fleetmaster	*7000	1295	Lyc	6	3¼x4½		Pb	Zen	Vac	Aut	Br-L	U	4	Cla	Sp	28.3	4	Tr	144	3300	6.00x20 B	32x6
Republic F-1	*12000	2195	Lyc	6	3¼x4½		Pb	Zen	Vac	Aut	Ful	U	4	Eat	Sp	43	4	D	155	4850	32x6	32x6 D
Republic H-1	*15000	2985	Lyc	6	3⅞x5		Pb	Zen	Vac	Aut	Ful	U	4	Eat	Sp	36	4	D	163	5750	34x7	34x7 D
Republic L-1	*18000	3595	Lyc	6	3⅞x5		Pb	Zen	Vac	Aut	Ful	U	4	Eat	D R	48.0	4	D	180	6900	36x8	36x8 D
Republic M-1	*20000	3800	Waukesha	6	4 x4¾		Pb	Zen	Vac	Aut	Br-L	U	5	Eat	D R	53	D	R	171	6900	36x8	36x8 D
Rugby Model 401	1	*775	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	14.79	4	4	107	2325f	28x4.75	28x4.75
Selden 7	¾–1	1098	Con 29 L	6	2⅞x4¾	19.8	Pb	Zen	Vac	Aut	Br-L	U	3	Tim	Sp	23.2	4	D	124	3100	30x5	30x5
Selden 17C	1–1½	1430	Con 18 E	6	3⅜x4	27.3	Pb	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	31.0	4	D	142	3750	30x5	30x5
Selden 37C	2–2½	1950	Con 15 C	6	3⅜x4⅝	27.3	Pb	Str	Vac	Aut	Br-L	U	4	Tim	Sp	31.0	4	D	151	4600	30x5	30x5 D
Selden 39C	2½–3	2898	Con 16 R	6	4 x4⅛	38.4	Pb	Str	Vac	Aut	Br-L	U	4	Tim	Sp	33.0	4	D	164	5800	32x6	32x6 D
Selden 47 CD	3½–4	3900	Con 18 R	6	4 x4½	38.4	Pb	Str	Vac	Aut	Br-L	U	4	Wis	D R	41.7	4	D	164	6900	34x7	34x7 D
Selden 67C	4– 5	4950	Con 21 R	6	4¾x4¾	45.9	Pb	Str	Vac	Aut	Br-L	C	7	Wis	D R	95.7	4	D	164	9000	36x8	36x8 D
Selden 77B	5–7	——	Con 16 H	6	4¾x5¾	54.1	Pb	Str	Vac	Aut	Br-L	C	7	Wis	D R	95.7	R	D	171	10000	36x8	S 36x12
Selden 47CB	3–3½	3700	Con 18 R	6	4 x4½	38.4	Pb	Str	Vac	Aut	Br-L	U	4	Tim	Sp	36.5	4	D	164	6700	34x7	34x7 D
Service 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	B 30x5	B 30x5
Service S 11 Y	1½	1990	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	B 30x5	D B 30x5
Service 40 Z	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4900	B 36x6	D B 36x6
Service 60 Z	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7100	S 36x5	S 36x12
Service 80 Z	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8400	S 36x6	S 36x14
Standard 2½ K	2½–3½	3200	Con K 4	4	4⅛x5¼	27.2	Pb	Str	Vac	Aut	Br-L	35	C	4	Tim 65600	Sp W	34.8	R	D	147	5400	36x5 S	36x8 S
Standard 3½ K	3½–5	4350	Con L 4	4	4½x5½	32.4	Pb	Str	Vac	Aut	Br-L	55	C	7	Tim 66700	Sp Wo	83.0	R	D	160	7485	36x5 S	36x12 S
Standard 5 K	5–7	5250	Con B 5	4	4¾x6	36.1	Pb	Str	Vac	Aut	Br-L	60	C	7	Tim 68700	Sp Wo	83.6	R	D	164	8700	36x6 S	40x14 S
*Stewart Buddy 21	¾	895	Lyc W S G	6	2⅞x4¾	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	Sp	30.0	4	D	118	2694	30x5.50	30x5.50
*Stewart Buddy 21 X	1	995	Lyc W S G	6	2⅞x4¾	19.8	Pb	Str	Vac	Rem	W-G	U	3	Sal	Sp	30.0	4	D	128	2806	30x5	30x5
*Stewart 16	1¼	1295	Lyc C T	4	3¾x5	22.5	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
*Stewart 16 X	1¼	1295	Lyc 4 S L	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
Stewart 26 X W	2	2290	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5095	32x6	32x6 D
*Stewart 18 X	2½	2690	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5788	32x6	32x6 D
Stewart 19 X	3½	3690	Lyc F	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	C	12	Tim	Wo	105.1	4	D	165	6990	36x5	36x10
*Stewart 22 X	4	4200	Lyc F	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	U	12	Tim	Wo	34.8	4	D	165	7990	36x5	36x12
Stewart 28 X	1½	1495	Lyc 4 S L	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	136	3840	30x5	30x5 D
Stewart 29 X	2	1695	Lyc 4 S L	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	145	4188	32x6	32x6 D
Studebaker GN-S	1	——	Own	6	3⅜x4⅛	27.3	P C	Str	P	Rem	Own	U	3	Own	Sp	14.3	4	4	115	——	19x6.00	19x6.00
Studebaker GN-S	1	——	Own	6	3⅜x4⅛	27.3	P C	Str	P	Rem	Own	U	3	Own	Sp	13.8	4	Js	130	——	20x6.00	30x5
Studebaker GK-N	1	——	Own	6	3⅜x4⅝	27.3	P C	Str	P	Rem	Own	U	3	Clark	Sp	13.7	4	Js	146	2830	30x5	30x5
Studebaker GN-H	1¼	——	Own	6	3¼x4¼	27.3	P C	Str	P	Rem	Clark	U	4	Eat	Sp	33.5	4	Js	146	——	30x5	32x6
Studebaker 77	3½	2285	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	158	4745	20x6.75 B	20x6.75 B
Studebakre 88	3½	2985	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	184	4745	20x7.50 B	20x7.50
Studebaker 99	4	3485	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	4	Own	Dr	24.6	4	Js	184	5210	20x7.50 B	20x7.50
Victor 35	1½	1895	Con	6	3⅜x4	27.3	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	—	4	D	144	3200	30x5	30x5 D
Victor 45	2½	2495	Her	6	3¾x4½	33.7	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	148	4500	32x6	32x6 D
Victor 75	3½	3895	Her	6	4 x4½	38.4	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	162	6000	34x7	34x7 D
Whippet 96 A	½	380	Own 96 A	4	3⅛x4¾	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.75	4	R	103¼	1659	28x4.75	28x4.75
Whippet 6 C-101	1½	645	Own 98 A	6	3⅛x3⅞	23.4	Pb	Til	Vac	Aut	Ful	U	4	Cla-B 364	Sp	35.5	4	R	131	2540	30x5	30x5
†White 15 B	1	1545	Own G K A	4	3¾x5⅛	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
†White 57	1¼	2725	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	L-N	Own	U	4	Own	Sp	19.3	R	R	146	3755	32x6	32x6
†White 20 A	1½	2125	Own G K A	4	3¾x5⅛	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	D R	32.1	R	R	145½	4412	34x5	34x5 D P
†White 56	2	3125	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	26.2	R	D	165	5096	36x4 S	36x7 S
†White 51 A	2½	3750	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5 S	36x8 S
†White 55	3½	4650	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	66.1	D	R	174	8402	36x5 S	40x5 S D
†White 52 T	3½	4700	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	76.5	D	R	129½	8126	36x5 S	40x5 S D
†White 52	5	5100	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	5	Own	I G	92.3	D	R	174	9184	36x6 S	40x12 S
†*White 58	3	4400	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	49.5	D	A	180	7400	36x5 S	36x5 S D
†White 60	1	1850	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	Rem	Own	U	3	Own	Sp	17.9	4	D	138	3562	30x5	30x5
†White 61	1½	2450	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	Rem	Own	U	4	Own	Sp	23.4	4	D	148	4612	30x5	30x5 D
Willys-Knight 15	1½	1545	Own K G T	6	2⅞x4¾	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	26.3	4	R	134	3300	30x5	32x6
Willys-Knight 16	1½	1595	Own K G T	6	2⅞x4¾	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	26.3	4	R	151	3400	30x5	32x6
Willys-Knight 20	2	1945	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	150	3800	32x6	34x7
Willys-Knight 21	2	1995	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	164	3900	32x6	34x7
Willys-Knight 25	2½	2545	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.3	4	R	150	4920	32x6	32x6 D
Willys-Knight 26	2½	2595	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.3	4	R	164	5020	32x6	32x6 D

GENERAL NOTATIONS

•†**REFERENCE MARKS** apply to individual lines only and explanations are given under the subdivision for each company in the **"SPECIAL NOTATIONS."**

CAPACITIES given in this table are in tons of fractions of tons. •Shows maximum allowable gross weight.

TIRE EQUIPMENT where not otherwise indicated is solid.

WHEEL BASES given are standard, but optional wheel bases are available in many cases.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION—Pb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings, including wrist-pins; P&S, pressure with splash; CS, circulating splash; Sp, Splash.

CARBURETOR—Car, Carter; Hol, Holley; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump, Auto-P, Auto pulse; E, Electric pump.

IGNITION — AB, American-Bosch; Aut, Electric Auto-Lite; Apo, Apollo; Del, Dayton Engine Laboratory; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; Rem, Delco-Remy; Spf, Splitdorf.

TRANSMISSION—Br L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G Warner Gear.

LOCATION—C, Center, Amid; U, in unit with engine; J, Jackshaft.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken; Wis, Wisconsin.

FINAL DRIVE—St, Straight bevel; Sp, Spiral bevel; Wo, Worm; DR Double Reduction; Ch, Chain; IG, Internal Gear.

BRAKES—Js, Jackshaft; R, Rear wheels; D, Drive shaft; 4 Four-wheel; Tr, Transmission; W, Westinghouse air brake.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTATIONS

AMERICAN-LA FRANCE

•Chief model also available as 2½-ton model, 34x7 tire, dual rear, weight 6,400. Price $3,900.

AUTOCAR

†Engines in these models are located under the driver's seat.

DURANT LINE

•Price includes panel body.

GENERAL MOTORS TRUCK LINE

•Capacity given in all cases is maximum allowable total gross weight (straight rating), and includes chassis, cab, equipment, body and load.

Model T-19 is also available in three other types, with 145¾-inch wheel base having same straight ratings and standard tire combinations as listed for the 127¾-inch wheel base types shown in the table.

Model T-30 is also available in six other types, with 152 and 164 inch wheel bases, respectively, having same straight ratings and standard tire combinations as listed for the 136-inch wheel base types shown in the table.

Model T-42 is also available in nine other types, with 152, 164 and 175 inch wheel bases, respectively, having same straight ratings and standard tire combinations as listed for the 136-inch wheel base types shown in the table.

Model T-60 is also available in nine other types, with 160, 180 and 200 inch wheel bases, respectively, having same straight ratings and standard tire combinations as listed for the 140-inch wheel base types shown in the table.

Optional rear axle gear ratios are available for all types and optional tire equipment is available for all types except Model T-11-1001.

FLEET-ARROW LINE

•Model F. A. 1 is also available as Model F. A. 2, at $2,500 on wheel base of 160 inches, weight 3,975 lbs., and as Model F. A. 3, at $2,550, with seven speed transmission, on 180-inch wheelbase, weight, 3,985 lbs.

GRAMM

•Models B, C, D and E are furnished in three wheel base lengths—others on request.

•Model T Series—Larger engines, pneumatic tires and special wheel bases, and 8 speed transmissions—optional at extra cost.

Model "GY"—190 and 210 in. wheel bases.
Model "HY"—210 and 236 in. wheel bases.
•Model "HY"—210 and 236 in. wheel bases. Tire sizes and electrical equipment optional, depending upon type of service—Coach or Van.

•Above models are all built in tractor wheel base lengths for semi-trailer use.

HAHN LINE

•Model 22 also available as Model 26, priced $1,495, on 144-inch wheel base, with Buda H. S. engine, 6-cyl. 3⅜x4½ inches rated 27.3 h.p., weight 3,200 lbs.

•Model 34 also available as Model 36, with Buda H. S. 6 engine (described above), weight 3,850 lbs.

•Model 44 also available as Model 46, priced $2,410, on 156-inch wheel base, with Buda H. S. 6 engine, as in Model 26, weight 4,200 lbs.

†Model 56 also available on 171-inch wheel base.

INTERNATIONAL HARVESTER LINE

•Model HS-54 also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

•Model HS-54-C also available in the following wheel bases, 130-inch tractor 170, 186 and 200-inch.

†Frame is reinforced with inserted channels in each side rail, extending from dash to rear end.

•Model HS-74 also available in the following wheel bases, 144-inch tractor, 185, 210 and 235-inch.

•Models HS-74-C and HS-104-C also available in the following wheel bases, 146-inch tractor, 185, 210 and 235-inch.

All Model HS heavy-duty International truck models are equipped with built-in vibration dampered clutches.

LARRABEE

•Note—Bevel gear, worm or double reduction drive rear axle available in models 40 and 50. Bevel or double reduction axles available in 30. Worm axles in 60, 70 and 80. Three or more wheel bases in each model. All Larrabee models have hydraulic brakes; 40 up have vacuum booster.

MACK LINE

Other wheelbases furnished on all truck models.

On 6-wheel jobs, 4 rear wheels driven by chains, foot brake on 4 rear wheels.

Hyp.—Hypoid drive, single reduction.

PIERCE-ARROW LINE

•Model FA1 also available as Model FA2 at $2,550 on 160-inch wheel base, weight 4,150 lbs., and also as Model FA3, at $2,250 on 180-inch wheel base, weight 4,200 lbs.

•Model XA1 also available as Model XA2, at $3,550 on 162-inch wheel base, weight 6,800 lbs.

•Model XB1 is also available as Model XB2, at $3,800 on 180-inch wheel base, weight 6,900 lbs.

•Model HB1 is also available as Model HB2, at $4,550 on 180-inch wheel base, weight 8,500 lbs., and also as Model HB3, at $4,600 on 198-inch wheel base, weight 8,700 lbs.

•Model WC1 is also available as Model WC2, at $5,150 on 180-inch wheel base, weight 8,950 lbs., and also as Model WC3, at $5,250 on 198-inch wheel base weight 9,050 lbs.

•Model RD1 is also available as Model RD2, at $5,450 on 180-inch wheel base, weight 9,650 lbs., and also as Model RD3, at $5,500 on 198-inch wheel base, weight 9,750 lbs.

•Model RF1 is also available as Model RF2, at $5,650 on 204-inch wheel base, weight 10,500 lbs.

†Seven-speed transmission also available.

REPUBLIC LINE

•Model 75-4 also available as Model 75-6, priced $1,495, on 128-inch wheel base, with Lycoming 4SL engine, 6-cyl. 3¼ by 4½ inches, rated 25.3 h.p., weight 3,150 lbs.

•Model 76-4, also available as Model 76-6, priced $1,675, on 150-inch wheel base, with Lycoming 4SL engine, as in Model 75-6, weight 3,500 lbs.

†Model 60-61, also available with four-wheel brakes, $3,155.

••Model 62, same as 60-61, on 171-inch wheel base, $3,040.

†Model 25W-25WRB available with four wheel brakes.

••Model 66, same as 65, on 200-inch wheel base, $3,750.

••Model 25W, 25WB and 25WBR also available in 3½-ton capacities as Models S25W, S25WB and S25WRB on wheel bases of 165, 156 and 124 inches, priced $3,695.

••Models 35 and 35B also available in 5-ton capacities on wheel bases of 170 and 157 inches, priced $5,145.

••Model 85 also available as Model 86 on 170-inch wheel base, price $2,150.

••Model 50-51 also available as Model 51 on 170-inch wheel base.

REO LINE

•Tonner in wheel base, 123, 138; 1½-ton in wheel base, 137, 156, 152; 2-ton in wheel base, 152, 168; 3-ton in wheel base, 168 179, 184.

RUGBY

F—Chassis weight includes body.

STEWART LINE

•Buddy 1-ton can be supplied in 133-inch wheel base.

•Models 16 and 16X can be supplied in 145-inch and 160-inch wheel base.

Model 28X can be supplied in 146, 160 and 176 inch wheel base.

Model 29X can be supplied in 160 and 176 inch wheel base.

•Model 26XW can be supplied in 148, 176 and 190 inch wheel base.

•Model 18X can be supplied in 148, 190 and 220 inch wheel base.

•Models 19X and 22X can be supplied in 148, 172, 190, 220 and 235 inch wheel base.

WHITE LINE

•Bus Model 53 is equipped with Booster Brakes and 50B and 54 with air brakes. Model 58 with air brakes as optional equipment.

Model 60 gross weight capacity, with 32x6 tires, 8,000 lbs.; 34x7.50 balloon tires optional at extra cost.

†Supplied in optional wheel bases.

•Rear axle ratios of 5.1 to 1 and 7.25 to 1 are also available.

FORD LINE

Latest Engineering News of the Industry

New Storage Bin Groups Assemblies

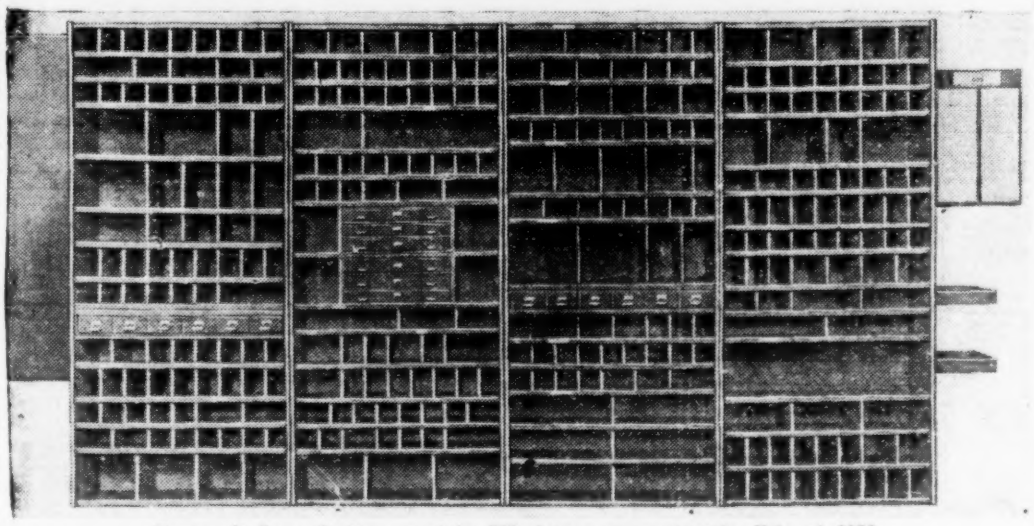
NEW Laps Systems have been announced by David Lupton's Sons Company, which are designed to store automotive parts by grouping them under ten main assemblies: Motor, electrical, clutch, transmission, rear axle, wheel, brake, steering, spring and body.

Parts index boards are furnished on which can be listed parts name, parts number, selling price and location of part in system, enabling even an inexperienced parts man to render quick service to shop or customer. Labels for marking bins and bin loading diagrams indicating in which bins parts are to be stored are also furnished with Laps Systems.

Laps Systems are adaptable for storing parts in keeping with any system of parts storage recommended by car manufacturer.

David Lupton's Sons Company recommend that dealers purchase individual systems of correct size for storage of individual car model replacement parts which provide minimum storage space for slow moving parts and maximum storage space for fast moving parts. By purchasing individual systems, the dealer keeps his investment in steel bins at a minimum and he can adapt the bin system in which old model parts were stored for storage of new model parts without rearranging bins.

Laps Systems are so designed, however, that if dealer prefers he may use one large system to store all parts for all model cars.

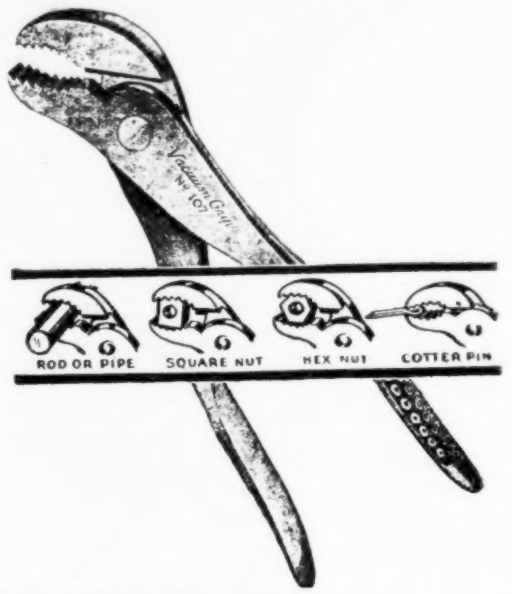


Four-unit Laps Systems contain 558 storage compartments, lists at $186.

Laps Systems are shipped completely assembled, ready to use. Systems range in size from one to twenty-four units, there being one to fit the requirements of every dealer. Each unit is 3 feet wide, 7 feet high and 12 inches deep.

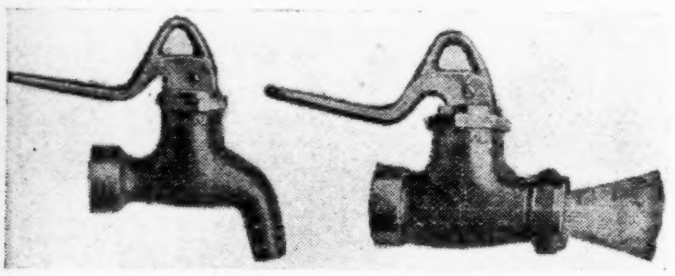
Laps Systems reduce parts department overhead, shortages, overstocks, render quicker service to shop and customer and increase parts, service, accessory and new car sales through better service and display. Price $186.

Angle Nose Gripper A New Type Plier



A new gripping plier has recently been announced by the Forged Steel Products Company, Newport, Pa. It is known as the vacum grip No. 107 angle-nose gripper and provides 7 inches of gripping leverage. It is claimed to be effective for rods, pipes, fittings, square or hex nuts, battery terminals, cotter pins, etc.

The 45-degree angle nose is designed to reach places that are usually hard to get at. It has an adjustable joint for work up to ⅜-inch diameter. The tool is hammer forged from P. S. P. special analysis alloy tool steel, hardened and tempered to the core. Price, $2.00.



LEFT, Royal radiator fill faucet; right, wash valve.

ROYAL BRASS MAKES SELF-CLOSING FAUCETS

NEW faucets have just been brought out by the Royal Brass Manufacturing Company of Cleveland, O. One of these is a new self-closing faucet for radiator filling and the other is a self-closing automobile wash valve.

In many instances it is important to conserve water and it certainly is always conducive to neatness to have less water slopped about. It is to meet this requirement that the self-closing faucet is of value. The radiator fill faucet is made of red metal with encased rubber seat washer, phosphor bronze spring control and standard ¾-inch hose thread.

The wash valve can be regulated to give the type of stream desired. It is suitable for garages or owners and fits any standard garden hose coupling. Display stands for the faucets will be furnished free to dealers.

BUICK DEALER IN CANTON CHANGES COMPANY NAME

Canton, O., Aug. 1.—Announcement is made that Carl A. Dunkel has acquired the interest of T. M. McVey in the Dunkel & McVey company and has changed the corporate name of the company to the Dunkel Buick Company, handling the Buick and Marquette lines. Dunkel is president of the Canton Automobile Dealers' Association.

Memphis, Tenn., Aug. 1.—The Smith Motor Coach Company has put on additional bus service to Nashville, Tenn., a night service, that connects with morning cars for Chattancoga, Tenn., Louisville and Cincinnati.

Ramco Announces Two New Numbers

TWO new service items have been recently announced by The Ramsey Accessories Manufacturing Corporation, St. Louis, Mo., makers of Ramco replacement piston rings and Ramco cushion inner rings.

One of their new numbers is a ring compressor to speed up the installation of their own, as well as all types of expander equipped piston rings. A feature is the locking clip which does not protrude from the side of the piston since it rests in a ledge provided for by relieving the two lips of the outer sleeve. This permits working in close quarters in bottom installations. The clip cannot be dislodged by careless handling nor will it fall out when the piston begins to enter the cylinder and the tension against the sleeve releases.

The price announced is $2.50 to the dealer trade, which includes four locking clips, six sleeves and a quick acting draw-up device. Range is from 2⅝-4 inches inclusive.

The other item is a jig for holding pistons to be drilled with oil relief holes. The pistons can be held at any angle. Adjustments are made by loosening the set screws and sliding the movable ears the proper distance apart. Any size piston is accommodated by this device. Priced to the dealer trade at $1.00 each.

Boston, Mass., Aug. 1.—An innovation in bus transportation was inaugurated July 30 by the Boston & Maine Railroad when one of its buses left Park Square for a five-day tour of northern New England, with complete radio equipment installed.

CLARK
SPEEDING *the* PROGRESS *of the* WORLD
As progress depends on transportation—transportation requires high quality
AXLES
The automotive industry knows these are
CLARK AXLES
CLARK EQUIPMENT COMPANY
Buchanan Michigan
AXLES Front & Rear WHEELS Single or Dual Tire CAST STEEL HOUSINGS TRANSMISSIONS

Classified Advertising

Classified Rates 5c Per Word

SITUATION WANTED

MANAGER — Experienced accounting, finance, credits, sales, desires connection with large automobile distributor or dealer. Locate anywhere United States. Reply Box 221, Automotive Daily News, Graybar Building, New York City.

THE BENJAMIN FRANKLIN
Chestnut at Ninth Street
PHILADELPHIA
The traveller or permanent guest is assured of attentive service, enjoyable environment and the highest refinements of good living at The Benjamin Franklin. Here you will find, combined in an unusual manner, the traditional hospitality of more leisurely times with the most modern hotel appointments.
Twelve hundred rooms, each with bath
Rates commence at $4.00
HORACE ISLAND WILLIAMS
Managing Director

Cool BRAKE DRUMS
Hot brakes do not work as smoothly, quietly and quickly as cool brakes. A cool brake drum means less wear and tear on brake linings and more efficient braking. That's why bus and truck owners are looking for Dayton Dual Pneumatic Steel Wheels before they buy.
Air rushes through the broad arches of the Dayton Dual Pneumatic continually cooling the hub, brake drum and tires. Brake linings last longer. Maintenance delays and expenses are cut down. Tires run true and cool giving maximum mileage.
Specify Daytons
THE DAYTON STEEL FOUNDRY CO.
Dayton, Ohio
Dayton DUAL PNEUMATIC STEEL WHEELS

1929 XUM

JULY PRODUCTION AT HIGH LEVEL

Seasonal Decline Less Than Previous Estimates Indicated

(Continued from Page 1)

July was estimated at 20,000. No figures are available for comparison.

Willys-Overland output is reported to have approximated 18,500, as against 30,000 in June.

Packard's total output in July is estimated at 3,500, compared with 4,752 in June and 3,805 in July, 1928.

Franklin continued to make record-breaking shipments, its July figure of 1,325 being a new high mark for that month, compared with 1,405 in June and 866 in July, 1928.

Total Franklin shipments for seven months were 10,050 cars, compared with 4,577 in the corresponding period of last year.

The Hudson Motor Car Company reports total shipments for the first seven months of 1929 of 250,019, as compared with 183,047 in the similar period of 1928, which was the best previous year in the history of the company.

Hupp production in July amounted to 2,294 cars, as compared with 2,430 in June and 5,010 in July, 1928. Hupp has started production at the plant in Cleveland that it purchased from the Chandler-Cleveland Company last year, it is reported.

High production schedules for August have been reported by several companies. Cadillac plans to turn out 3,500 Cadillacs and La Salles, while Buick expects to produce 30,000 units. The Oakland-Pontiac schedule is at 17,500, while Willys-Overland is reported to be figuring on 20,000 and Packard 4,600.

New Dealers Appointed

ALAMABA

Graham-Paige — Smyth-Hornsby Motor Company, Luverne; G. S. Waits, Andalusia; (distributor) Hub Reynolds Motor Car Company, 209 Molton St., Montgomery.

CALIFORNIA

Auburn—Dawson Motor Company, 1515 S. Noma, Vallejo; W. B. Naugle, Santa Paula.

Graham-Paige — Wm. B. Alexander, Los Angeles; McCormick & Anderson, Los Angeles.

CANADA

Graham-Paige — Lawrence Park Garage, Ltd.; Toronto, Ont.

Marmon-Roosevelt — J. Fidele Gagni, Montgomery, Que.; Leopold Dube, engineer, Amqui, Que.; I. T. Garage, Ashcroft, B. C.; Eli Romaniuk, Redwater, Alberta; Sam Tanaus, North Edmonton, Alberta; Edgar H. Candin, Junkins, Alberta; A. S. Maxwell, Edson, Alberta.

COLORADO

Auburn—Bernstein Auburn Company, Pueblo; Kand Car Exchange, Grand Junction.

Marmon-Roosevelt—Ermey Motor Company, Walesenburg.

CONNECTICUT

Auburn—Connecticut Auto Sales, Greenwich.

Graham-Paige—Everett A. Miller, Jewett City.

DELAWARE

Auburn—Kent Garage, Inc., Milford.

Hupmobile—J. B. Hurley & Sons, Seaford.

DISTRICT OF COLUMBIA

Graham-Paige — (distributor) Semmes Motor Company, Washington.

IDAHO

Marmon-Roosevelt — Parks Auto Company, 334 N. Main St., Twin Falls.

ILLINOIS

Graham-Paige—John A. Wagner, Herscher.

Auburn—Perry Auburn Company, 372 Dundee, Elgin; Congress Park Garage, Congress Park; E. C. Diedrich, 6710 South Western Ave., Chicago.

Marmon-Roosevelt—F. M. Hubbard, Mason City; Souverign Garage, Kewanee.

INDIANA

Auburn—Auburn Gary Company, 4382 Taft St., Gary; Pfeiffer Motor Co., Inc., 1721 South Calhoun St., Fort Wayne; Graham Auto Company, 747 East Jefferson St., Franklin.

Hupmobile—Horn's Garage, Bicknell; Burley T. True, Paoli.

TODAY'S NEW CAR REGISTRATION REPORT FOR JUNE, 1929

These returns are carried in Automotive Daily News from day to day, as received up to hour of publication. Recapitulation of these daily reports is published every Saturday

Figures in this table are from R. L. Polk & Co. of Detroit, with the exception of Illinois, which are supplied by the Robinson Advertising Service, Springfield, Ill., and New Jersey, which are furnished by the New Jersey Motor List Co., New Car Division, Trenton, N. J. Readers desiring county, city or town lists, or lists of owners in any given section, may obtain these by addressing any of these three companies.

States	Auburn	Black Hawk	Buick	Cadillac	Chevrolet	Chrysler	DeSoto	Dodge	Durant	Elcar	Erskine	Essex	Ford	Franklin	Gardner	Graham-Paige	Hudson	Hupmobile	Jordan	LaSalle	Lincoln
Georgia	3		82	5	925	34	49	75	6		3	54	1769	14		42	32	27		7	7
Maine	4		91	9	607	90	44	100	42		17	305	1037	19		32	85	14		15	4
Oklahoma	25		208	7	1515	95	65	256	34		4	126	2675	5		51	67	21		11	9

States	Locomobile	Marmon	Marquette	Nash	Oakland	Oldsmobile	Packard	Peerless	Pierce-Arrow	Plymouth	Pontiac	Reo	Roosevelt	Stearns-Knight	Studebaker	Stutz	Viking	Whippet	Willys-Knight	Windsor	Miscellaneous	Totals
Georgia		4	44	38	12	40	18		6	63	57	8	7		28		3	113	11		1	3587
Maine	1	15	29	113	28	93	38	11	4	137	138	45	21		43		5	179	47	1	2	3465
Oklahoma		3	26	80	56	73	24	2	12	115	291	31	14		51	2	7	313	21	5	5	6305

$10,000,000 Colony In Miami Shaping

Miami, Aug. 1 (U. T. P. S.).—Work in developing the $6,000,000 to $10,000,000 ocean front colony of the three Graham Brothers, automobile manufacturers of Detroit, and W. O. Briggs, head of the Briggs Body Company, on Miami Beach, is going forward. The preliminary work of bulkheading, filling, roadway construction and other improvements is costing between $300,000 and $400,000.

The colony is to be built up by members of the automobile industry, and membership is by invitation only. No house will cost less than $100,000—some of them many times that sum. It is planned to have twelve homes included in the colony.

WHITTELSEY STOCK WILL BE PUT ON BOSTON EXCHANGE

Boston, Mass., Aug. 1.—Class A stock of the Whittelsey Manufacturing Company of Bridgeport, Conn., is to be listed on the Boston Stock Exchange within a few days. This company manufactures beach wagon automobile bodies and also the Whittelsey Avian plane, a sport and training plane selling around $5,000, similar to the Avro-Avian of England. It also owns one-third interest in the American Handley-Page Slotted Wing Corporation holding American rights to the Handley-Page slotted wing. Current market on Class A stock is 12¾ bid, 14 asked.

CHICAGO VEHICLE TAXES SURPASS 1928 FIGURES

Chicago, Aug. 1.—Vehicle taxes collected since January 1, have exceeded total collections for the entire year 1928, City Collector Morris Eller announces. Collections for seven months, or up to July 28, totaled $5,003,185, compared with $4,616,394 collected in 1928.

TIMKEN-DETROIT AXLE CO. REPORTS GAIN IN PROFIT

New York, Aug. 1.—The Timken-Detroit Axle Company reports for six months ended June 30, 1929, net profit of $880,708 after charges, depreciation and Federal taxes, equivalent after dividend requirements on 7 per cent. preferred stock to 76 cents a share (par $10) earned on 992,096 shares of common stock. This compares with $716,410 or 70 cents a share on 834,596 common shares in first half of 1928.

C. I. T. CORPORATION MOVES ITS CHICAGO HEADQUARTERS

Chicago, Aug. 1.—The C. I. T. Corporation, the Commercial Investment Trust, Inc., and the Mercantile Acceptance Company have moved their Chicago offices from 310 South Michigan Ave. to 333 North Michigan Ave., according to announcements sent out today.

DELCO REMY EMPLOYEES ATTEND ANNUAL PICNIC

Indianapolis, Ind., Aug. 1.—About 30,000 persons, employees, their families and friends, of the Delco Remy plant at Anderson, attended the company's annual picnic at Broad Ripple Park here Saturday. Company executives were in charge of arrangements and all kinds of outdoor sports and water entertainments were on the program.

NEBRASKA'S LICENSE FEES GAIN $440,000 IN HALF

Lincoln, Neb., Aug. 1.—Motor vehicle license fees collected in Nebraska for the first half of 1929 show an increase of $440,000 over the revenue for the same period in 1928. The total number of license plates issued was 37,000 greater

A. A. A. to Revamp Bus Division

(Continued from Page 1)

voice in the administration of the organization."

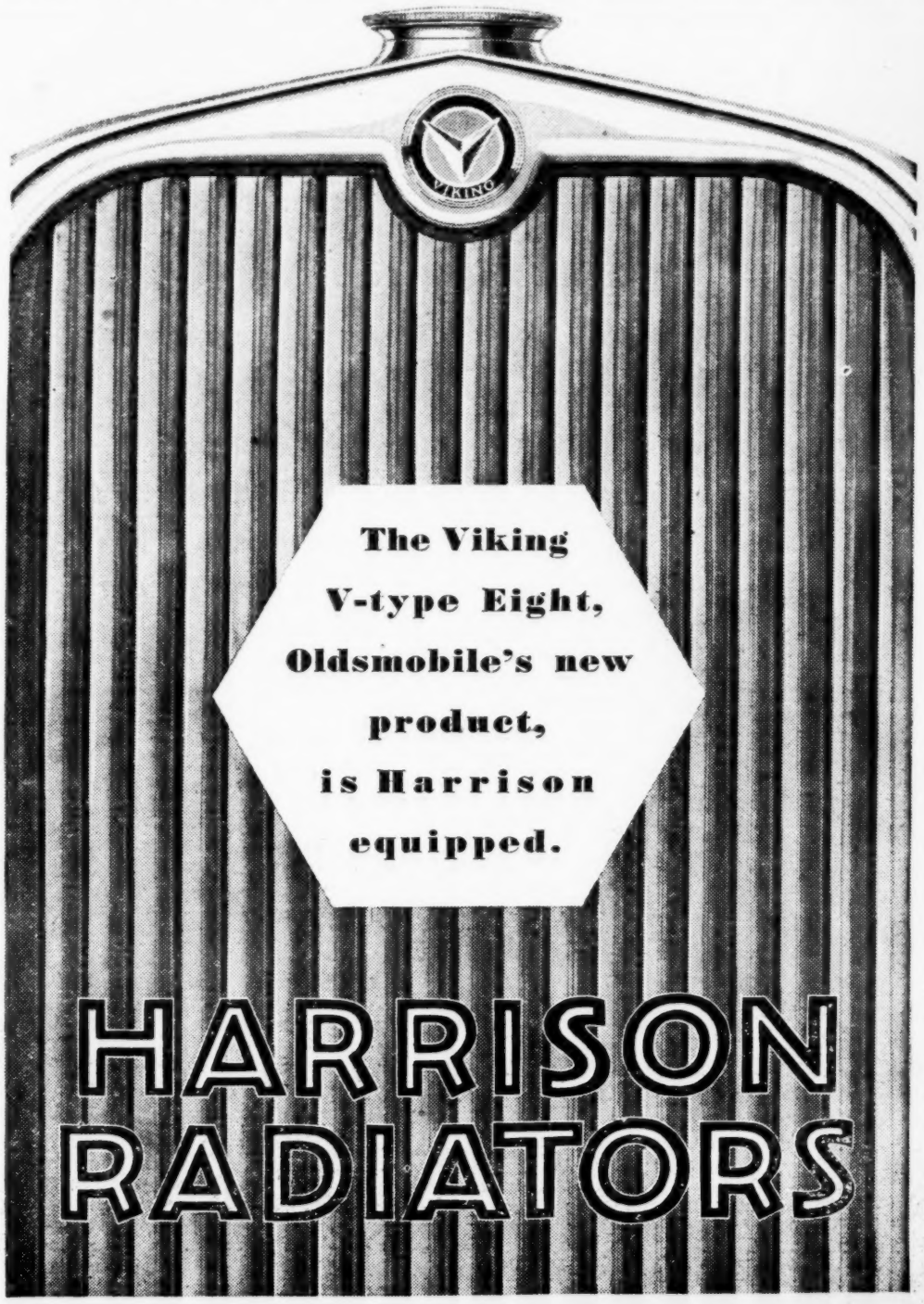
The bus division said that at the beginning of the present year there were a total of 92,400 buses of all types in operation, nearly twice as many as four years ago, and they carried a total of 1,793,000,000 passengers in 1928.

The statement continues: "With such a picture of what is possible America's fastest growing industry, it can be easily seen that there is a constant need for changes in the organization charged with protecting the interest of this vast industry. Especially is this true with the prospects bright for securing much-needed Federal regulation for the interstate operations.

"Under the proposal now before Congress, supported by the A. A. A. Motor Bus Division, interstate bus lines will be regulated by State Commissions, acting through joint boards as Federal agents. Such legislation has long been one of the outstanding needs of the industry.

"Plans for vigorously prosecuting its demand for this help from the legislative branch of the government will be discussed at the Chicago meeting. In view of the importance of the gathering to the bus industry, operators are expected to attend from every section of the United States."

INDIANA STANDARD LOSES $2,000,000 GAS TAX SUIT

Springfield, Ill., Aug. 1.—Federal Judge Fitzhenry decided in favor of the state of Illinois in the suit of Standard Oil Company of Indiana to recover about $2,000,000 collected under the gasoline tax, which was held illegal a year ago. Judge Fitzhenry upheld the contention of the state that the tax collections had reached the state treasury and could not be returned to the oil companies, state funds once in the treasury being subject only to legislative appropriations.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS